Nornda Automotive

JP Performance

ROMAC PERFORMANCE PRODUCTS

ROLLMASTER PERFORMANCE PRODUCTS

The original "JP" business began 54 years ago with the intention to become a major supplier to General Motors, Ford and Chrysler in Australia.

From the beginning the business rapidly expanded, making a wide variety of parts for the Automotive and later the Whitegoods Industries. Today it has a building of 56,000 sq ft (6250sq metres) to accommodate its production of engine parts.

By the end of its first 20 years, the company had become a significant supplier to the OEMs and had also developed a range of aftermarket products including rocker shafts, oil pump kits and gear box components.

We also identified an opportunity for the supply of pistons for veteran and vintage vehicles, with a special emphasis on those vehicles manufactured in England and Europe. We now manufacture over 1000 different pistons for this market. We also pioneered the ability to manufacture pistons to customer specifications.

The High Performance aftermarket industry then approached us to develop a range of timing gear sets and high performance oil pumps. After a review, it was decided to withdraw from direct supply to the automotive car manufacturers and develop a wider range of products to supply the high performance aftermarkets. This was the beginning of JP Performance Products.

In June 1985, the company was bought by an Australian company, Nornda Automotive. Then in 2007, Nornda Automotive purchased the Rollmaster and Romac brands to complement its existing product range. Now 30 years later the company has a very wide range of timing gear sets, gear drives, oil pumps and harmonic balancers.

At this time we export to North American, European and United Kingdom markets as well as New Zealand and South Africa, with Internet sales around the World.

From our modest beginning, we have always been committed to manufacturing products of the highest quality standards.

Please check our Website www.jp.com.au to see our full range of products.

NORNDA AUTOMOTIVE 25-31 Innes Road Windsor Gardens South Australia SA5087 Ph: 08 8261 7222 Fax: 08 261 9171 Email: sales@romac.com.au

ROLLMASTER
PERFORMANCE PRODUCTS

NORNDA AUTOMOTIVE ARE THE PROUD OWNERS OF ROLLMASTER

ABOUT ROLLMASTER

The first step Rollmaster took in creating the world's best chain and sprocket system was to utilize billet steel construction for the upper and lower sprockets rather than cast iron. This reduced wear and improved accuracy by providing 100% CNC machined Surfaces.

Next Rollmaster determined that the easiest, most accurate and dependable method for providing adjustability in cam timing was to provide nine keyway positions on most lower sprockets. This eliminated the need for offset bushings and proved much more reliable and positive than adjustable eccentric style pins or multi part upper sprockets. Nine keyways were not possible until Rollmaster produced the lower sprocket from billet steel. Cast iron simply cannot provide the strength necessary when material thickness and mass are reduced by the keyways. Billet can provide the strength and has proven so for 36 years.

Once sprocket material and adjustment method had been determined, the search was on for a chain that would meet the quality standards set by Rollmaster. In an extensive round of destructive tests on 50 brands of chain, it was determined that Iwis chain, produced in Germany, out-performed any other brand. Rollmaster then suggested engineering changes to the existing Iwis chain to make it even better and this improved product became a Rollmaster exclusive by Iwis. Each year a batch of these chains are sent to Bureau Veritas Asset Integrity Services for testing. In the years since 1980, Rollmaster has grown in coverage and availability.

We have continually upgraded material, machinery and processes to stay ahead of the curve on quality and provide accurate timing sets. Since 1980, offset bushing is pretty much a thing of the past, and manufacturers of those adjustable upper gears are now all racing to produce billet sets with nine keyways, but none can match the accuracy of Rollmaster or quality of the exclusive Iwis Pro Series Chain.

Most line Bore kits available in 002" 005" 010"

ROLLMASTER
PERFORMANCE PRODUCTS

Product Information

Gold Label Premium and Red Label Timing Sets:

Rollmaster and Romac are household names for products that fit the first time, work exceptionally well and give the installer a better return on investment without claims.

Products that sell themselves

All timing sets are produced using billet steel for both the crank and camshaft sprockets. Material grades are mentioned further down the page.
Gold sets are nitride hardened and include a one-piece Torrington bearing with an Iwis chain.

Timing chain sets have 9 keyways unless otherwise stated. Smaller bores tend to be best suited to 7 crank keyways, although engines like Small Block Chevrolets etc. come with 9 keyways which allows more adjustment for dialling in the cam. Crankshaft sprocket keyways are in 2-degree increments unless otherwise noted.

The relationship from crank keyway to camshaft sprocket timing is 2:1 meaning that the amount of advance or retard at the camshaft is in one-degree increments, IE 1, 2, 3 or 4 degrees.
Multiple keyways are a solid fixture and do not tend to move or work loose like offset dowels, thus providing a positive locking of the cam timing to what ever position is desired.

Rollmaster timing sets are light weight and stronger than any other timing set available, due to the weight savings of billet steel and use of CNC machinery.

All Red Label timing sets come standard with our own premium grade one-piece Iwis full roller timing chain. Every small and big block Chevrolet comes standard with a brass thrust washer. You will find Rollmaster has included brass thrust washers to most of our range including Ford for increased performance and reliability.

Most Gold Series timing sets have a one-piece Torrington thrust bearing fitted and all have both sprockets nitrided.

There is a very comprehensive range of Gold Label and Red Label sets.

Line Bore Sets:

We can supply .002” - .005” - .010’ oversize sets. The oversize is added to the part number as CS1000 – 010” which is ten-thousandths oversize. When a car has been Line Bored you will need to fit the correct oversize set. The sprockets are made larger to take up the chain slack.

Most of our Sprocket sets are available in Line Bore sets and this often gives us an advantage over our competitors. Nornda Automotive have been running for 25 years and you will find us flexible with most products as we can produce new items that would sell repeatedly given samples and quantity sales volumes.

Email: sales@romac.com.au

WHOLLY AUSTRALIAN MADE

ROLLMASTER
PERFORMANCE PRODUCTS

Product Information

Vernier Adjustable Timing Chain Sets:

Gold Vernier timing sets are an upgrade of our Gold Series timing sets. The cam sprocket is produced in two parts and allows the outer sprocket section to move separately and independently to the inner hub by way of elongated slots, allowing infinite adjustment to cam timing, just by positioning the camshaft to the required degrees then locking the socket head screws around the perimeter which clamps the entire unit together as one solid cam sprocket.

Vernier sprockets tend to be a little heavier than our standard sets as more material is used to aid the threaded section needed for the inner hub. All vernier sets use our regular crank sprockets with single crank keyway only, and both cam and crank sprockets have been nitrided.
Torrington one-piece thrust bearings are used on all vernier sets where applicable; otherwise brass thrust washers are fitted. Of course Iwis chain is used on all vernier sets.

Installation is a breeze with vernier sets as the entire set can be installed in the same manner as any other timing set.
By leaving the locking screws on the cam wheel loose you can move the camshaft independently to the crankshaft and timing set without moving anything else. You just dial in your camshaft using the vernier scale and then tighten it all up.

Materials used for All Timing Sets:

Crank Sprockets: K1045 Billet steel bar unless nominated otherwise.
Cam Sprockets: K1045 Billet steel bar.

Nitrided sets are listed with independent part numbers.

Timing Chains:

Our Gold & Red Label timing sets including Vernier timing sets are fitted exclusively with Rollmaster/Iwis quality Pro Series Timing Chain.

All chains are 3/8” pitch British Standard ¼” full roller Single and Double Row chains.

Please Note: Iwis chains are not made in varying pitch lengths to accommodate line bore engines.

Email: sales@romac.com.au

WHOLLY AUSTRALIAN MADE

ROLLMASTER
PERFORMANCE PRODUCTS

CROSS REFERENCE Sprocket Sets

ROLLMASTER	JP
CS1000	JP5981
CS1040	JP5981T
CS1116	
CS1135	JP5618T
CS1136	JP5615T
CS1180	JP5622T
CS1185	JP5623T
CS1190	JP5627T
CS1195	JP5628T
CS1197	JP5633T
CS1198	JP5632T
CS2000	JP5991
CS2020	JP5991T
CS2090	JP5621T
CS3010	JP5982
CS3040	JP5605
CS3080	JP5978
CS3170	JP5980
CS3255	JP5625
CS4000	JP5990
CS4040	JP5611
CS5000	JP5985

ROLLMASTER	JP
CS5100	JP5989
CS5140	JP5606T
CS5300	JP5613
CS5310	JP5983
CS5320	JP5992
CS6000	JP5979
GD6000	JP5994
CS6100	JP5601
CS6110	JP5603
CS6120	JP5602
CS6141	JP5619
CS6150	JP5620
CS7000	JP5984
CS7010	JP5612
CS7050	JP5614
CS7100	JP5629
CS10000	JP5634T
CS10010	JP5635T
CS10015	JP5636T

ROLLMASTER
PERFORMANCE PRODUCTS

Timing Chain Sets - High Performance

AMC Rambler

CS7100	Red Series	6cyl 196-258ci	DR	AMC & Jeep
CS7110	Red Series	V8 290-401ci	DR	AMC & Jeep - w/Torrington Brg
CS7111	Red Series	V8 290-401ci	DR	AMC & Jeep - Nitrided Sprockets /Torrington Brg

BMC

CS8000	Red Series	A Series	DR	Leyland Engine - Cooper S
CS8010	Red Series	B Series	DR	Leyland Engine - MGB
CS8020	Red Series	6cyl	DR	Austin Healy - Series 1 & 2

Buick

CS6141	Red Series	V6	SR	L36 - L67
CS6150	Red Series	V6	DR	L36 - L67
CS10055	Red Series	V6	SR	L36 - L67 - Super Charged Version
CS7000	Red Series	V6 198-231ci	DR	OddFire - 7 Keyways - Turbo
CS7010	Red Series	V6 181-252ci	DR	Evenfire - 7 Keyways
CS7020	Gold Series	V6 181-252ci	DR	Evenfire - 7 Keyways - Nitrided

Buick

CS7000	Red Series	V8 215-350ci	DR	Small Block
CS7031	Gold Series	V8 403-455ci	DR	w/Nitrided Sprockets

Chevrolet Big Block

CS2000	Red Series	V8 396-454ci	DR	w/Shim
CS2020	Red Series	V8 396-454ci	DR	w/Torrington Brg
CS2040	Gold Series	V8 396-454ci	DR	w/Torrington Brg & Nitrided Sprockets
CS2090	Red Series	V8 Gen 6	DR	w/Torrington Brg
CS2095	Gold Series	V8 Gen 6	DR	w/Torrington Brg & Nitrided Sprockets

Chevrolet LS Series

CS1135	Red Series	V8 Gen III	SR	LS1 & LS6 - w/Torrington Brg
CS1136	Red Series	V8 Gen III	DR	LS1 & LS6 - w/Torrington Brg
CS1160	Gold Series	V8 Gen III	DR	LS1 w/Torrington Brg & Nitrided Sprockets
CS1180	Red Series	V8 Gen III	SR	LS2 w/Torrington Brg - One Trigger Sensor
CS1185	Red Series	V8 Gen III	DR	LS2 w/Torrington Brg - One Trigger Sensor
CS10000	Red Series	V8 Gen III	DR	LS2 w/T/Brg - One Trigg - Suit RHS Block Cam Raised .388"
CS10005	Gold Series	V8 Gen III	DR	LS2 w/T Brg - Nitrided Sprockets - One Trigger Sensor
CS10035	Gold Series	V8 Gen III	DR	LS2 w/T Brg - Nit Sprks - 1 Trig - RHS Block - Cam Raised .388"
CS10010	Red Series	V8 Gen III	SR	LS7 w/T Brg - 3 B - Multi Trigg - Long Oil Pump Drive
CS10015	Red Series	V8 Gen III	DR	LS7 w/T Brg - 3B - Multi Trigg - RHS Block - Cam Raised .388"
CS10040	Gold Series	V8 Gen III	DR	LS7 W/T Brg - Nit Sprks - 3B - Multi Trigg - RHS C Raised .388"
CS1190	Red Series	V8 Gen III	SR	LS7 w/Torrington Brg - 3 Bolt Early Series - Multi Trig Sens
CS1195	Red Series	V8 Gen III	DR	LS7 w/Torrington Brg - 3 Bolt Early Series - Multi Trig Sens
CS1197	Red Series	V8 Gen III	SR	L98 w/Torrington Single Bolt - Multi Trigger Sensors
CS1198	Red Series	V8 Gen III	DR	L98 w/Torrington Single Bolt - Multi Trigger Sensors
CS10020	Gold Series	V8 Gen III	DR	L98 w/T/Brg - Nitrided Sprockets - 3 Bolt Early - Multi Trigg
CS10075	Red Series	V8 Gen III	SR	LS7 Cam Gear & Chain Only w/ Torrington Bearing-3 Bolt
CS10100	Red Series	V8 Gen III	SR	LSA Single Row - Must Use 3 bolt Cam
CS10110	Red Series	V8 Gen III	DR	LSA Double Row - Must Use 3 bolt Cam

Chevrolet Merlin

CS2060	Red Series	V8 Big Block	DR	w/Torrington Brg

Chevrolet Small Block

CS1000	Red Series	V8 262-400ci	DR	w/Shim
CS1040	Red Series	V8 262-400ci	DR	w/Torrington Brg
CS1050	Gold Series	V8 262-400ci	DR	w/Torrington Brg & Nitrided Sprockets
CS1080	Red Series	V8 305-400ci	DR	w/Torrington Brg - TPI - uses Factory Thrust Plate
CS1116	Gold Series	V8 262-400ci	DR	w/Torrington Brg & Nitrided Sprockets - 1.6" Bore 58 Chain

Most line Bore kits available in 002" 005" 010"

ROLLMASTER
PERFORMANCE PRODUCTS

Timing Chain Sets - High Performance

Chevrolet

CS1120	Gold Series	V8 262-400ci	DR	w/Torrington Brg & Nitrided Sprockets - 1.6" Bore 60 Chain
CS10070	Gold Series	V8 262-400ci	DR	w/Torrington Brg - Rocket Block W/Raised Cam

Chevrolet

CS10055	Red Series	V6	DR	L36 - L67 - Super Charged Version

Chrysler

CS5000	Red Series	V8 273-392ci	DR	Small Block
CS5010	Gold Series	V8 273-392ci	DR	Small Block; w/Nitrided Sprockets
CS5300	Red Series	225ci	DR	Slant 6
CS5302	Gold Series	225ci	DR	Slant 6; w/Nitrided Sprockets
CS5310	Red Series	215-245-265	DR	Hemi 6; 3-Bolt Cam Sprockets
CS5315	Gold Series	215-245-265	DR	Hemi 6; 3-Bolt Cam Sprkt w/Tor Brg & Nitrided Sprkts
CS5320	Red Series	215-245-265	DR	Hemi 6; Single Bolt Cam Sprocket

Chrysler Big Block

CS5100	Red Series	V8 361-440ci	DR	Single Bolt Cam Sprocket
CS5110	Gold Series	V8 361-440ci	DR	Single Bolt Cam Sprocket; Nitrided Sprockets
CS5140	Red Series	V8 361-440ci	DR	3 Bolt Cam Sprocket; w/Torrington Brg
CS5150	Gold Series	V8 361-440ci	DR	Single Bolt Cam Sprocket; w/Torr Brg & Nitrided Sprockets

Ford Australian & British

CS3170	Red Series	6 cyl	DR	Falcon XR-XF; Cortina 6cyl; Farlaine ZC-ZG
CS10105	Red Series	6 cyl	DR	Ford EA-AU Non VCT
CS3255	Red Series	6 cyl	DR	EA-AU Vernier Adjustable Sprocket
CS3140	Red Series	4cyl 1100-1600	DR	OHV Kent Engine

Ford Big Block

CS4000	Red Series	V8 429-460ci	DR	w/Shim
CS4020	Gold Series	V8 429-460ci	DR	w/Torrington Brg & Nitrided Sprockets
CS4040	Red Series	V8 352-428ci	DR	FE; including Cobra Jet
CS4050	Gold Series	V8 352-428ci	DR	FE; including Cobra Jet; Nitrided Sprockets
CS4060	Red Series	V8 272-312ci	DR	Y Block

Ford Cleveland

CS3080	Red Series	V8 302-351ci	DR	w/Shim
CS3090	Gold Series	V8 302-351ci	DR	w/Shim & Nitrided Sprockets
CS3091	Gold Series	V8 302-351ci	DR	w/Torrington Brg & Nitrided Sprockets
CS3110	Red Series	V8 302-351ci	DR	w/Shim; Boss SVO
CS3130	Gold Series	V8 302-351ci	DR	w/Torrington Brg & Nitrided Sprockets; Boss SVO
CS10060	Gold Series	V8 302-351ci	DR	w/ Torrington Brg, Thrust Plate & Nitrided Sprockets
CS10065	Gold Series	V8 302-351ci	DR	w/Torr Brg, Thrust Plate & Nitrided Sprockets; Boss SVO

Ford Windsor

CS3010	Red Series	V8 302-351ci	DR	w/Shim; Pre EFI
CS3020	Gold Series	V8 302-351ci	DR	w/Shim & Nitrided Sprockets; Pre EFI
CS3031	Gold Series	V8 302-351ci	DR	w/Torrington Brg & Nitrided Sprockets; Pre EFI
CS10025	Gold Series	V8 302-351ci	DR	w/Torr Brg- Nitrided Sprks-Torr Brg Thrust Plate - Pre EFI
CS3040	Red Series	V8 302-351ci	DR	w/Shim; EFI
CS3060	Gold Series	V8 302-351ci	DR	w/Shim & Nitrided Sprockets; HO EFI
CS3071	Gold Series	V8 302-351ci	DR	w/Torrington Brg and Nitrided Sprockets; HO EFI
CS10030	Gold Series	V8 302-351ci	DR	w/Torr Brg- Nitrided Sprks-Torr Brg Thrust Plate - HO EFI

Most line Bore kits available in 002" 005" 010"

ROLLMASTER
PERFORMANCE PRODUCTS

Timing Chain Sets - High Performance

Holden

CS6000	Red Series	V8 253-308	DR	
CS6100	Red Series	V6	SR	VN 7 Keyways
CS6110	Red Series	V6	SR	VP 7 Keyways
CS6120	Red Series	V6	DR	VN 7 Keyways
CS6130	Red Series	V6	DR	VP 7 Keyways
CS6140	Red Series	V6	SR	VR, VS, VT Ecotec - Single Keyway
CS6141	Red Series	V6	SR	VR, VS, VT 7 Keyways; Not for Superchargers
CS6150	Red Series	V6	DR	VR, VS, VT 7 Keyways; Not for Superchargers
CS10050	Gold Series	V8 253-308	DR	Nitrided Sprockets
CS10055	Red Series	V6	SR	VR,VS,VT Ecotec Supercharged
GD6000	Red Series	6cyl		EH-HZ-VB-VK
GD6000V	Red Series	6cyl		EH-HZ-VB-VK VERNIER

Oldsmobile

CS7000	Red Series	V6 198-231ci	DR	OddFire; Turbo; 7 Keyways
CS7040	Red Series	V8 260-455ci	DR	
CS10055	Red Series	V6	SR	L36-L67 Supercharged Version

Pontiac

CS7000	Red Series	V6 198-231ci	DR	OddFire; Turbo; 7 Keyways
CS10055	Red Series	V6	SR	L36 - L67 Supercharged Version
CS7040	Red Series	V8 403ci	DR	
CS7050	Red Series	V8 287-455ci	DR	
CS7051	Gold series	V8 287-455ci	DR	

Rover

CS7000	Red Series	V8 3500	DR	7 Keyways
CS10090	Red Series	3.9 - 4.0	DR	7 Keyways

Timing Gear Sets - High Performance

GD6000	Red Series	6cyl	Gear Set	EH-HZ; VB-VK; Straight Cut; 7 Keyways
GD6000V	Red Series	6cyl	Gear Set	EH-HZ; VB-VK; Straight Cut; Vernier Set 1 Keyways

Most line Bore kits available in 002" 005" 010"

ROLLMASTER
PERFORMANCE PRODUCTS

Timing Chain Sets

Economy

Chevrolet Small Block

EC1000	Blue Series	V8 262-400ci	DR	w/Shim

Ford Windsor

EC3010	Blue Series	V8 302-351ci	DR	w/Shim; Pre EFI

Ford Cleveland

EC3080	Blue Series	V8 302-351ci	DR	w/Shim

Ford

EC3170	Blue Series	6 cyl	DR	XR-EF; ZC-ZG
EC3540	Blue Series	6 cyl	DR	EA-AU non VCT

Holden

EC6000	Blue Series	V8 253-308	DR	

Vernier Adjustable

BMC

CS8200	Gold Series	4 Cyl	DR	Mini “A” Series Cooper S
CS8210	Gold Series	4 Cyl	DR	Morris Austin “B” Series
CS8220	Gold Series	6 Cyl	DR	Austin Healy

Chevrolet Small Block

CS1230	Gold Series	V8 265-400ci	DR	w/Torrington Brg & Nitrided Sprockets

Chevrolet

CS1235	Gold Series	V8 Gen III	SR	LS1 w/Torrington Cam Sprocket Only
CS1240	Red Series	V8 Gen III	SR	LS2 Cam Sprocket only w/Torrington
CS1245	Red Series	V8 Gen III	SR	LS7 Cam Sprocket only w/Torrington
CS1265	Gold Series	V8 Gen III	DR	LS1 w/Torrington Brg & Nitrided Sprockets

Chevrolet Big Block

CS2290	Gold Series	V8 396-454ci	DR	w/Torrington Brg & Nitrided Sprockets

Chrysler Small Block

CS5200	Gold Series	V8 273-360ci	DR	w/Nitrided Sprockets

Ford Cleveland

CS3201	Gold Series	V8 351-400M	DR	w/Torrington Brg & Nitrided Sprkts Cleveland

Ford Modular

CS3260	Gold Series	V8 4.6-5.4Ltr	SR	Boss Nitrided Sprockets

Ford Windsor

CS3240	Gold Series	V8 289-351W	DR	w/Torrington Brg & Nitrided Sprkts; Pre EFI
CS3241	Gold Series	V8 302-351HO	DR	w/Torrington Brg & Nitrided Sprkts; EFI

Ford Local

BD3251SA	Red Series	2Ltr OHC		Cam Gear - Steel Alloy
CS3255	Red Series	6cyl		EA to AU Cam Sprocket only
CS10105	Red Series	6cyl		EA to AU - Non VCT with Vernier Cam Gear

Holden

CS1235	Gold Series	V8 Gen III	SR	LS1 Cam Sprocket Only w/Torrington
CS1240	Red Series	V8 Gen III	SR	LS2 Cam Sprocket only w/Torrington
CS1245	Red Series	V8 Gen III	SR	LS7 Cam Sprocket only w/Torrington
CS6200	Gold Series	V8 253-308ci	DR	w/Nitrided Sprockets
CS6240	Gold Series	V6	DR	VR-VT w/Nitrided Sprockets

Nissan

BD9260A	Red Series	RB30		Cam Pulley; Alloy Anodized Finish
BD9270A	Red Series	RB20/25/26		Dual Cam Pulley Set Alloy; Anodized Finish
CS9280SA	Red Series	SR20		Twin Cam Sprocket Set; Alloy Centre Steel Sprockets

ROLLMASTER
PERFORMANCE PRODUCTS

Cam Sprocket Shims and Torrington Bearings

AMC Rambler V8
B1113 Torrington Bearing - FH48906

Chevrolet LS Series
B1114 Torrington Bearing - FH 54826

Chevrolet Small Block
S1880 Shim - Cam Sprocket
B1113 Torrington Bearing - FH48906

Chevrolet Small Block TPI
B1114 Torrington Bearing - FH54826

Chevrolet Big Block
S1955 Shim - Cam Sprocket
B1113 Torrington Bearing - FH48906

Chevrolet Big Block Gen 6
B1114 Torrington Bearing - FH54826

Chrysler Big Block
B1113 Torrington Bearing - FH48906

Ford Big Block
S1712 Shim - Cam Sprocket
B1114 Torrington Bearing - FH 54826

Ford Cleveland
S1712 Shim - Cam Sprocket
B1114 Torrington Bearing - FH 54826

Ford Windsor
S1712W Shim - Cam Sprocket
B1114 Torrington Bearing - FH 54826

ROLLMASTER
PERFORMANCE PRODUCTS

CS1000

Chevrolet Small Block
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	Yes
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank:	9	Oil Pump Drive	No		

CS1040

Chevrolet Small Block
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS1050

Chevrolet Small Block
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS1080

Chevrolet Small Block
V8262-400ci
TPI

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS1116

Chevrolet Small Block
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS1120

Chevrolet Small Block
V8 262-400ci

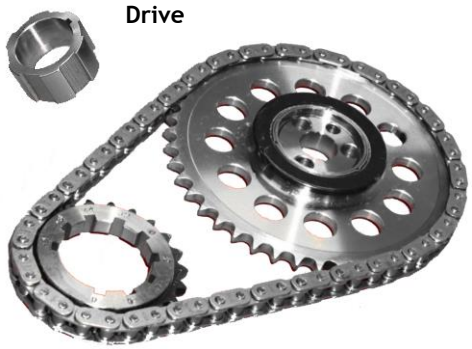
Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS1135

Drive



Chevrolet
Gen III LS1
V8

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS1136

Drive

Bolts & Washers

Chevrolet
Gen III LS1
V8

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS1160

Drive

Bolts & Washers

Chevrolet
Gen III LS1
V8

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most Line Bore kits available in 002", 005" & 010"

ROLLMASTER
PERFORMANCE PRODUCTS

CS1180

Drive

Chevrolet
V8 Gen III LS2
One Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS1185

Drive

Bolts & Washers

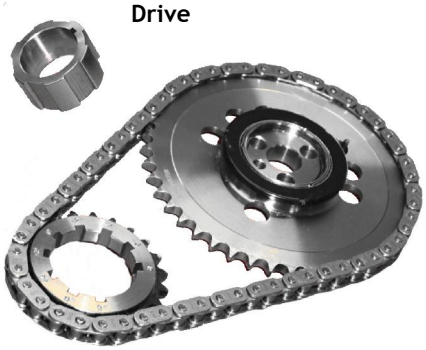
Spacers

Chevrolet
V8 Gen III LS2
One Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS1190

Drive



Chevrolet
V8 Gen III LS7
3 Bolt Early Series
Multi Trigger Sensor

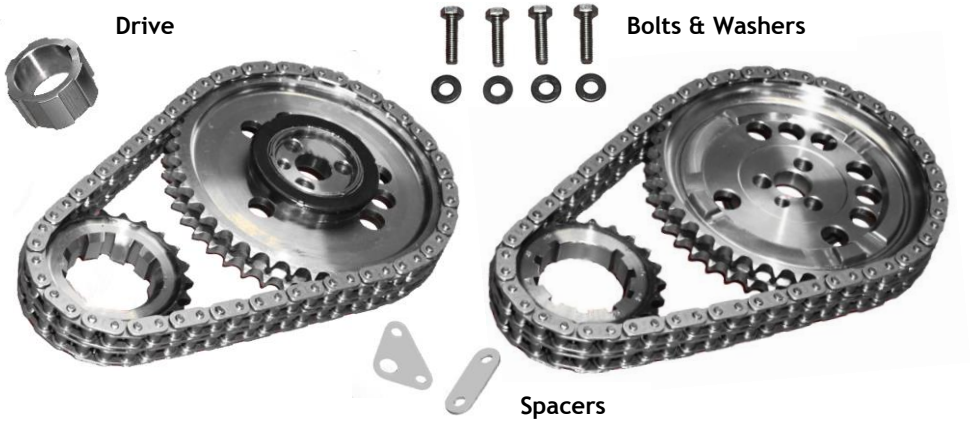
Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS1195

Chevrolet
V8 Gen III LS7
3 Bolt Early Series
Multi Trigger Sensor



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

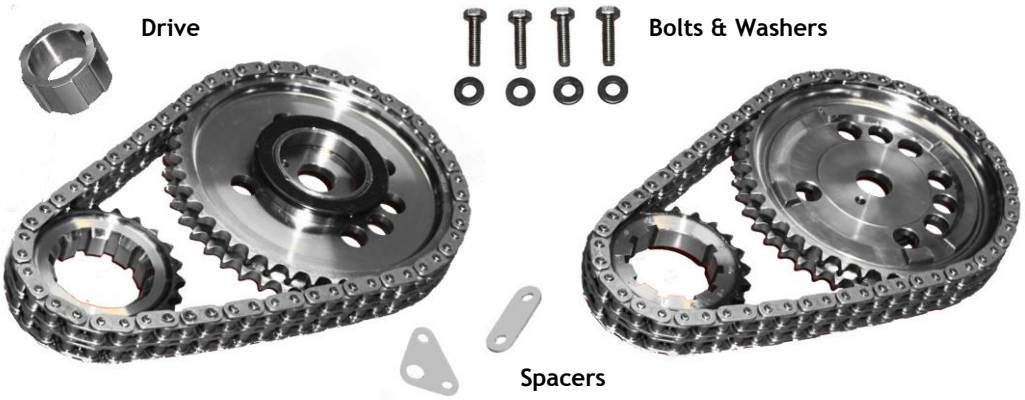
CS1197

Chevrolet
V8 Gen III L98
Single Bolt
Multi Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS1198

Chevrolet
V8 Gen III L98
Single Bolt
Multi Trigger Sensor



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS2000

Chevrolet Big Block
V8 396-454ci

Chain	IWIS	CAM Teeth	50	Shim	Yes
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

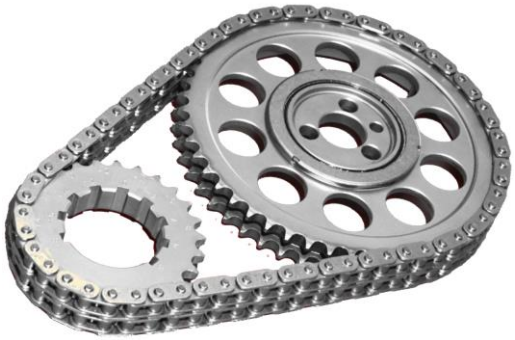
CS2020

Chevrolet Big Block
V8 396-454ci

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth:	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS2040

Chevrolet Big Block
V8 396-454ci



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS2060

Chevrolet Merlin
V8 Big Block

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	68	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS2090

Chevrolet
V8 Gen 6

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS2095

Chevrolet
V8 Gen 6

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS3010

Ford Windsor
V8 302-351ci
Pre EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3020

Ford Windsor
V8 302-351ci
Pre EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3031

Ford Windsor
V8 302-351ci
Pre EFI

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS3040

Ford Windsor
V8 302-351ci
EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3060

Ford Windsor
V8 302-351ci
HO EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3071

Ford Windsor
V8 302-351ci
HO EFI

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

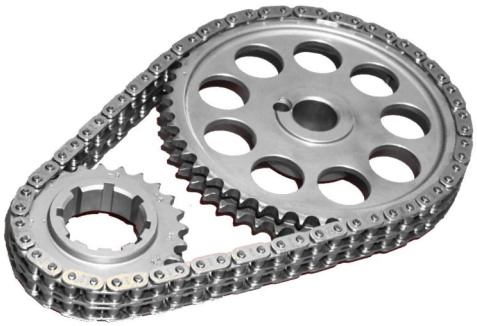
CS3080

Ford Cleveland
V8 302-351ci

Chain	IWIS	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3090

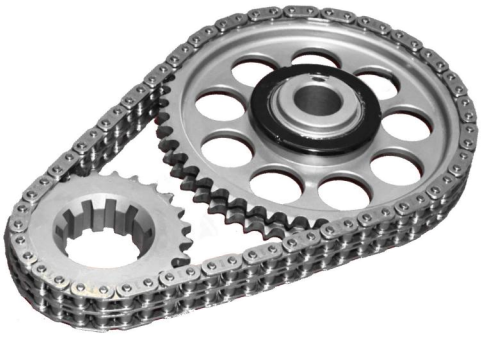
Ford Cleveland
V8 302-351ci



Chain	IWIS	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3091

Ford Cleveland
V8 302-351ci



Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS3110

Ford Cleveland
V8 302-351ci
Boss SVO

Chain	IWIS	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3130

Ford Cleveland
V8 302-351ci
Boss SVO

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS3140

Ford
Kent Engine
OHV 1100, 1600

Chain	IWIS	CAM Teeth	34	Shim	No
Chain Links	46	Crank Teeth	17	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

Machined Washer

CS3170

Ford
6cyl
XR-XF Falcon
Cortina 6cyl
Fairlane ZC-ZG

Chain	IWIS	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	no		

CS4000

Ford Big Block
V8 429-460ci

Chain	IWIS	CAM Teeth	44	Shim	Yes
Chain Links	66	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS4020

Ford Big Block
V8 429-460ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	66	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS4040

Ford Big Block
V8 352-428ci
FE including Cobra Jet

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	64	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS4050

Ford Big Block
V8 352-428ci
FE including Cobra Jet

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	64	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS4060

Ford
V8 272-312ci
Y Block

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS5000

Chrysler Small Block
V8 273-392ci

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5010

Chrysler Small Block
V8 273-292ci

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5100

Chrysler Big Block
V8 361-440ci
Single Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS5110

Chrysler Big Block
V8 361-440ci
Single Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5140

Chrysler Big Block
V8 361-440ci
Three Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5150

Chrysler Big Block
V8 361-440ci
3 Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS5300

Chrysler Valiant
Slant 6 225ci

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5302

Chrysler Valiant
Slant 6 225ci

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5310

Chrysler Valiant
Hemi 6cyl
215-245-265ci
3 Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	66	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS5315

Chrysler Valiant
Hemi 6
215-245-265ci
3 Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS5320

Chrysler Valiant
Hemi 6
215-245-265ci
Single Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS6000

Holden
V8 253-308ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS6100

Holden
V6 VN

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

CS6110

Holden
V6 VP

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

CS6120

Holden
V6 VN

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS6130

Holden
V6 VP

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

CS6140

Holden
V6 VR,VS,VT
Ecotec
Not for
Superchargers

Drive

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	1	Oil Pump Drive	Yes		

CS6141

Buick
V6 L36-L67

Chevrolet
V6 L36-L67

Holden
V6, VR,VS,VT Ecotec
Not for superchargers

Oldsmobile
V6 L36-L67

Pontiac
V6 L36-L67

Drive

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS6150

Drive

Buick V6
L36-L37

Chevrolet V6
L36-L37

Holden V6
VR, VS, VT
Not for Supercharged

Oldsmobile V6
L36-L37

Pontiac V6
L36-L67

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	Yes		

CS7000

Buick
V6 198-231ci
Oddfire, Turbo

Buick - Oldsmobile
V8 215-350ci

Oldsmobile
V6 198-231ci
Oddfire, Turbo

Pontiac
V6 198-231ci
Oddfire, Turbo

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

CS7010

Buick
V6 181-252ci
Evenfire

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS7020

Buick
V6 181-252ci
Evenfire

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	7	Oil Pump Drive	No		

CS7031

Buick
V8 403-455ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS7040

Oldsmobile
V8 403ci

Pontiac
V8 403ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS7050

Pontiac
V8 287-455ci

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	60	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS7051

Pontiac
V8 287-455ci

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	60	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS7100

AMC Rambler
6cyl 196-258ci
AMC & Jeep

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS7110

AMC Rambler
V8 290-401ci
AMC & Jeep

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

CS7111

AMC Rambler
V8 290-401ci
AMC & Jeep

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS8000

BMC Leyland Engine
Mini A Series
Cooper S
4cyl

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS8010

BMC
MGB B Series
4cyl
Leyland Engine

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	5	Oil Pump Drive	No		

CS8020

BMC Leyland
Austin Healy
Series 1 & 2
6cyl

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

ROLLMASTER
PERFORMANCE PRODUCTS

CS10000

Drive

Bolts & Washers

Chevrolet
V8 Gen III LS2
One Trigger Sensor
High Cam Block
To Suit RHS Block
Cam Raised .388”

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	62	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS10005

Drive

Bolts & Washers

Chevrolet
V8 Gen III LS2
One Trigger Sensor

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS10010

Long Oil Pump Drive

Chevrolet
V8 Gen III LS7
3 Bolt
Multi Trigger Sensor
Long Oil Pump Drive

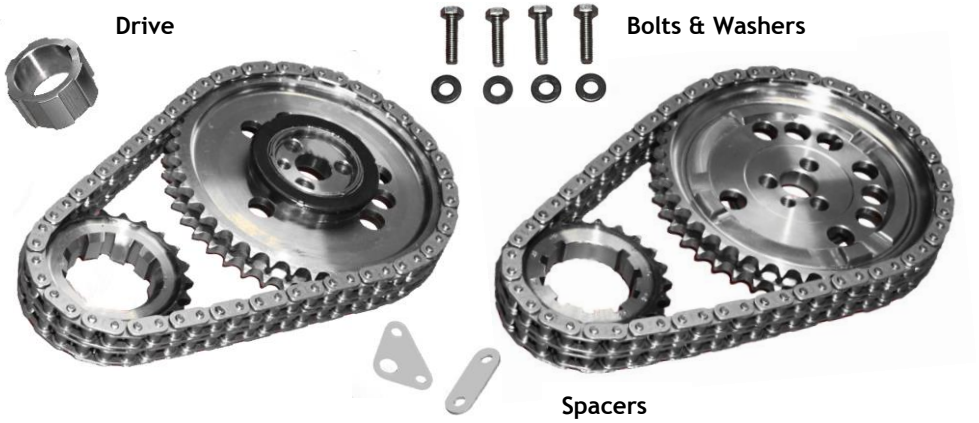
Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank:	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS10015

Chevrolet
V8 Gen III LS7
3 Bolt Early Series
Multi Trigger Sensor
Suits RHS Block
With Cam Raised .388”



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	62	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS10020

Chevrolet
V8 Gen III L98
3 Bolt Early Series
Multi Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS10025

Ford Windsor
V8 302-351ci
Pre EFI
With Torrington
Bearing Thrust Plate

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS10030

Ford Windsor
V8 302-351ci
HO EFI
With Torrington
Bearing Thrust Plate

Thrust Plate

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

Drive

Bolts & Washers

CS10035

Chevrolet
V8 Gen III LS2
One Trigger Sensor
Suit RHS Block
With Raised Cam .388”

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	62	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Drive

Bolts & Washers

CS10040

Spacers

Chevrolet
V8 Gen III LS7
3 Bolt Early Series
Multi Trigger Sensor
Suit RHS Block
With Cam Raised .388”

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	62	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS10050

Holden
V8 253-308ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS10055

Drive

Buick
V6 L36-L67

Chevrolet
V6 L36-L67

Holden Ecotec
V6 VR-VS-VT
Supercharged Version

Oldsmobile
V6 L36-L67

Pontiac
V6 L36- L67

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
Keyways in Crank	7	Oil Pump Drive	Yes		

CS10060

Thrust Plate

Ford Cleveland
V8 302,351,351M,400M

Includes a Torrington
Bearing Thrust Plate

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
Keyways in Crank	9	Oil Pump Drive:	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS10065

Ford V8 Boss SVO
Cleveland Style Gears

Including Torrington
Bearing Thrust Plate

Thrust Plate

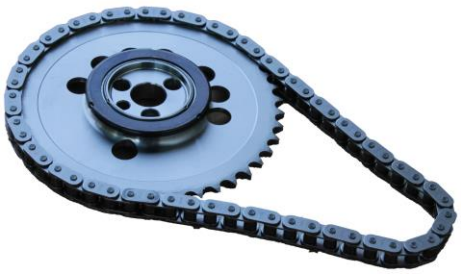
Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

CS10070

Chevrolet
Small Block Rocket
with Raised Cam

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

CS10075



Chevrolet SB
Gen 111 LS7 Engine
SR Torrington
3 Bolt

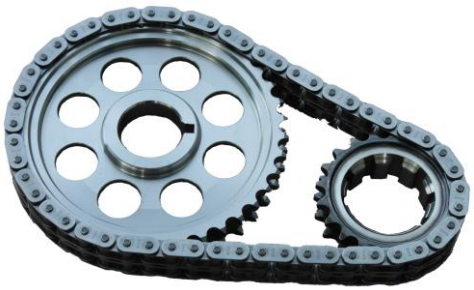
Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Np		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

CS10090

Rover 3.9, 4.0

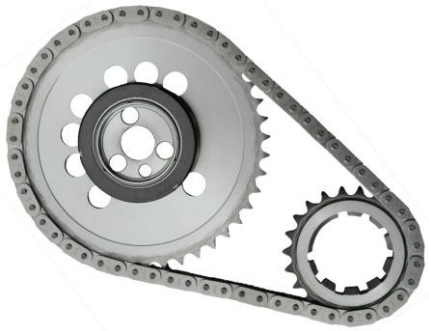


Chain	Iwis	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

CS10100

Chevrolet SB
Gen 111 LSA
SR Torrington
Three Bolt

LS A VS GTS 2013
Must use a 3 Bolt
Camshaft



Chain	Iwis	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

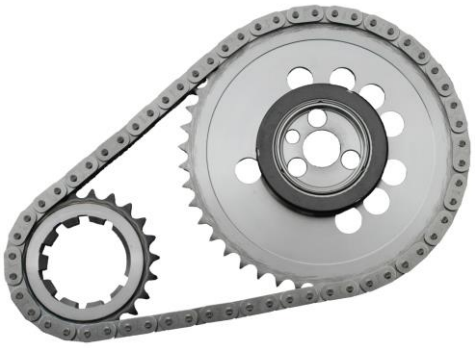
CS10105

Ford EA-AU
Non VCT 6 cyl

Chain	Iwis	CAM Teeth	42	Shim	No
Chain Links	114	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	1	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS



CS10110

Chevrolet SB
Gen 111 LSA
DR Torrington
Three Bolt

LS A VS GTS 2013
Must be using 3 Bolt
Camshaft

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

GD6000

Holden

EH-HZ-VB-VK
6 cyl

Keyways	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
7	Yes	46	23

GD6000V

Holden

EH-HZ-VB-VK
6 cyl
Vernier

Keyways	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
1	Yes	46	23

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

EC1000

Chevrolet Small Block
V8 262-400ci

Economy Chain Set
Blue Series

Chain	Rolon	CAM Teeth	44	Shim	Yes
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

EC3010

Ford Windsor
V8 302-351ci

Economy Chain Set
Blue Series

Chain	Rolon	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

EC3080

Ford Cleveland
V8 302-351ci

Economy Chain Set
Blue Series

Chain	Rolon	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

Machined Washer

EC3170

Ford
6cyl
XR-EF, ZC-ZG

Economy Sprocket Set
Blue Series

Chain	Rolon	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

EC3540

Ford
6cyl
EA-AU Non VCT

Economy Sprocket Set
Blue Series

Chain	Rolon	CAM Teeth	42	Shim	No
Chain Links	114	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

EC6000

Holden

V8 253-308ci

Economy Sprocket Set
Blue Series

Chain	Rolon	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

ROLLMASTER
PERFORMANCE PRODUCTS

BD3251SA

Ford
2Ltr OHC
Cam Gear
Steel Alloy
Vernier Adjustable

Chain	N/A	CAM Teeth	38	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

BD9260A

Nissan
RB30
Vernier Adjustable

Chain	N/A	CAM Teeth	48	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

BD9270A

Rear
Exhaust

Front
Inlet

Nissan
RB20/25/26
Dual Cam Pulley Set
Vernier Adjustable

Front
Exhaust

Rear
Inlet

Chain	N/A	CAM Teeth	48	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

ROLLMASTER
PERFORMANCE PRODUCTS

CS1230

Chevrolet Small Block
V8 265-400ci
Vernier Adjustable

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

CS1235

Chevrolet LS1
Holden LS1
V8 Gen III
Cam Sprocket Only
Vernier Adjustable

Chain	N/A	CAM Teeth	44	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	Yes
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

CS1240

Chevrolet LS2
Holden LS2
V8 Gen III
Cam Sprocket Only
Vernier Adjustable

Chain	N/A	CAM Teeth	44	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	Yes
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

ROLLMASTER
PERFORMANCE PRODUCTS

CS1245

Chevrolet LS7
V8 Gen III
Cam Sprocket Only
Vernier Adjustable

Chain	N/A	CAM Teeth	44	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	Yes
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

CS1265

Drive

Chevrolet LS1
V8 Gen III
Vernier Adjustable

Bolts & Washers

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	Yes		

CS2290

Chevrolet Big Block
V8 396-454CI
Vernier Adjustable

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	Yes		

ROLLMASTER
PERFORMANCE PRODUCTS

CS3201

Ford Cleveland
V8 351-400m
Vernier Adjustable

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

CS3240

Ford Windsor
V8 289-351W
Pre EFI
Vernier Adjustable

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

CS3241

Ford Windsor
V8302-351 HO
EFI
Vernier Adjustable

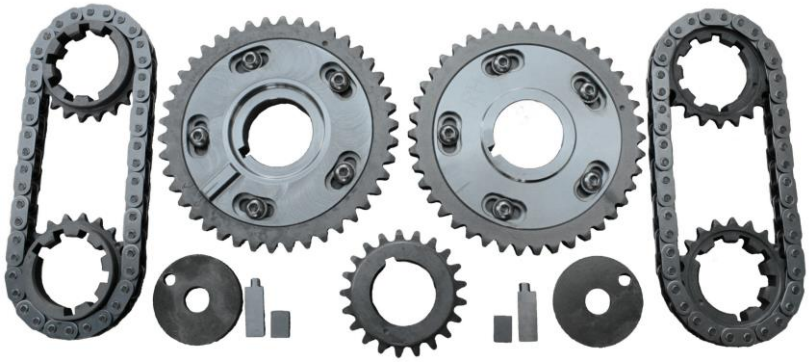
Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

ROLLMASTER
PERFORMANCE PRODUCTS

CS3255

Ford Falcon
6cyl
EA-AU
Vernier Adjustable Sprocket
Non VCT

Chain	N/A	CAM Teeth	42	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		



CS3260

Ford Modula Boss V8
Vernier Adjustable
Sprocket Set

2 - Vernier Adjustable Cam Gears
2 - Iwis Chains SR44
1 - Crank Gear
4 - Quad Cam Gears
4 - Keys

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	44	Crank Teeth	21	Torrington Bearing	No
Type of Chain	SR	Quad Cam Gear Teeth	20		
No Keyways in Crank	1	Nitrided	Yes		

CS5200

Chrysler Small Bock
V8 273-360ci
Vernier
Adjustable

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	1	Oil Pump Drive	No		

ROLLMASTER
PERFORMANCE PRODUCTS

CS6200

Holden
V8 253-308ci
Vernier Adjustable

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

CS6240

Buick V6
L36-L37

Chevrolet V6
L36-L37

Holden V6
VR, VS, VT
Not for Supercharged

Oldsmobile V6
L36-L37

Pontiac V6
L36-L37
Vernier Adjustable

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	7	Oil Pump Drive	Yes		

CS8200

BMC Leyland Engine
Mini A Series
Cooper S
4cyl
Vernier Adjustable

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

ROLLMASTER
PERFORMANCE PRODUCTS

CS8210

BMC Leyland
B Series
4 cyl
Vernier Adjustable

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

CS8220

BMC
Austin Healy
6cyl
Vernier Adjustable

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

CS9280SA

Exhaust Cam
Front Sprocket

Inlet Cam
Front Sprocket

Exhaust Cam
Rear Sprocket

Inlet Cam
Rear Sprocket

Nissan SR20
Cam Pulleys
Alloy/Steel
Vernier Adjustable

Chain	N/A	CAM Teeth	36	Shim	N/A
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	N/A
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

ROLLMASTER
PERFORMANCE PRODUCTS

GD6000V

Holden
EH - HZ - VB - VK
6 cyl

Vernier Adjustable

Keyway	Cam Teeth	Crank Teeth
1	46	23

ROMAC PERFORMANCE PRODUCTS

Product Information

Harmonic Balancers:

All Romac Harmonic Balancers are SFI 18.1 spec approved. They are offered in four styles. Most are 360 degreed with a fully encapsulated outer ring via a shoulder at the rear and a serviceable circlip mounted at the front of the outer ring.
All Romac Balancers are individually "Consecutively Marked", fully serviceable and need no special bonding with the elastomer.
Balancers can be ordered with undersize bores to suit Eagle crank snouts; simply indicate this by adding the undersize to the P/N when ordering. To be sure of the bore size you need you should measure this prior to purchasing.

1. Performance Series: Steel Inner Hub / Steel Outer Ring, for Mild Street, Strip performance engines that offer increased harmonic absorption over stock units. Most have 360 degreed outer rings and are similar in weight to factory cast units but with the safety of an encapsulated outer ring. They are available in External or Neutral balance. They weigh from 3kg to 5kg. The RPM ranges up to 8500.

2.Anodised Pro Series: Steel Inner Hub / Alloy Outer Ring, for very High Performance Street, Marine or Race engines requiring the added insurance of a Steel Inner Hub for strength where dry sump pumps etc may be installed.
Romac recommend this style of balancer over all other balancers we produce due to its flexibility and endurance characteristics. Weight savings of approximately 1/3 less can be achieved with this style of balancer over our steel units and factory units. They are available in External or Neutral balance. They weigh from 1.8kg to 3.5kg. The RPM ranges to 10,000.
Alloy Inner Hub / Alloy Outer Ring, for Marine, all out Drag Racing or Circuit Racing etc where nothing is required to be run from the inner hub or outer ring especially dry sump pumps. These balancers are particularly important to tight cornered tracks where engine revs are low and instant revs are required to accelerate out of tight turns. They are only available in Neutral Balance. Extreme weight savings with as little as 1kg total balancer weight is possible. The RPM ranges to 10,000.

3. Blown or Supercharged Balancers. These have 4340 grade Steel Inner Hub / Alloy Outer Ring, for Street, Strip or Marine applications with dual keyways. They have a STD 3/16" and ¼" 180 degrees opposite keyways. All Blown balancers come with a larger seal boss diameter.

They are available in External or Neutral Balance configurations. There is a weight saving applicable to our Steel/Alloy units. Front inner hub face can be Standard Factory layout or our standard 6 Bolt pattern with a 2" inch register which suits standard blower pulleys.

The RPM ranges to 10,000.

Email: sales@romac.com.au

WHOLLY AUSTRALIAN MADE

ROMAC PERFORMANCE PRODUCTS

Product Information

Note

The attributes associated with our Balancer Part Numbers in our catalogue include External Counterweights nominated on most Ford balancers. The counterweight amount is stamped on the balancer.
P/N 0202SA, tells us it's a Chevrolet SB steel inner and alloy outer.
P/N 0209/50 tells us it's an early model Ford Windsor fitted with a late model EFI Ford crank that is 50 ounce-inch imbalance externally and not 28 ounce-inch as normal. The catalogue should inform you directly at the P/N what style of balancer it is.

Undersize Bores:

Balancers are available with undersize crank bore to suit Eagle aftermarket crankshafts.

Just add the undersize to the part number, for example, 0202SA-1 tells us the bore needs to be .001" smaller than factory. Undersize crank bores are available from 1 thousandth to 10 thousandth in 1 thousandth increments.

Eagle cranks for some reason are always produced with an undersize as standard and this undersize can often vary. Ask your customer what crankshaft he is using before selling a Romac balancer. The snout size on these brands will always need to be measured. You will get caught if you don't.

There is an extra cost when ordering an undersized balancer.

Material used for Balancers:

Steel Inner Hubs:	K1045	Carbon steel
Alloy Inner Hubs:	2011	Aluminium Bar T6
Alloy Outer Ring:	2017A	Aluminium Hollow T4510
Blown Inner Hubs:	4340	Alloy/Steel
Steel Outer Ring:	K1045	Carbon Steel.

Timing Cover Seal Information:

Some Balancers require a different timing cover seal as the snout diameter is larger i.e. the new seal has a larger ID but the same OD.

SKF Seal part no - 19215 suits

0202AA - 0202SA/B - 0205SA/B - 0206AA - 0220AA - 0220B

SKF Seal part no - 20520 suits

0203SA/B - 0204SA/B - 0209/28/B - 0210AA - 0240B - 0241/28/B - 0241/50/B

Email: sales@romac.com.au

WHOLLY AUSTRALIAN MADE

ROMAC PERFORMANCE PRODUCTS

NORNDA AUTOMOTIVE ARE THE PROUD OWNERS OF ROMAC

ABOUT ROMAC

The first step Romac took in creating the World's best hand crafted balancer was to utilize billet steel construction for the inner and outer rather than cast. This reduced wear and improved accuracy by providing 100% CNC machined surfaces.

Next Romac determined the easiest, most accurate and dependable method to encapsulate the balancer. The best way was to encapsulate the outer ring via a shoulder at the rear and a serviceable circlip mounted at mounted at the front of the outer ring. This has made the Romac balancer fully serviceable.

Once balancer material and encapsulated method had been had been determined, the search was on for the best way to hold these parts together. After testing a variety of methods and types of rubber we decided the best material to use was neoprene elastomer. Each of our Romac SFI approved balancers is hand crafted by our highly skilled technician as this is the best and most accurate way to assemble them.

The Sports series balancers were created with steel inner and outer rings and once this series was finished we moved onto our Performance series balancers that have steel inner and alloy outer rings. Romac recommend this style of balancer over all other balancers we produce due to its flexibility and endurance characteristics. Weigh savings of approximately 1/3 less can be achieved with this style of balancer over all our steel units and factory units.

The Pro Series balancers consist of an alloy inner hub and alloy outer rings. These are for marine, drag racing, or circuit racing where nothing is required to be run from the inner hub or outer ring especially dry sump pumps. These balancers are particularly important at tight corner tracks where engine revs are required to accelerate out of tight turns. They are only available in neutral balance. Extreme weight savings are possible with as little as 1kg total balance weight.

Romac Blown or Supercharged balancers are made from 4340 grade inner hub material and an alloy outer ring with duel keyways. They have 3/16" and 1/4" keyways. Balancers can be ordered with undersize bores to suit Eagle crank snouts by adding the undersize to the part numbers.

Romac Balancers are wholly Australian made and have a proven track record over 36 years

ROMAC PERFORMANCE PRODUCTS

Harmonic Balancers - High Performance

AMC/Rambler

0288	Red Series	V8 401ci	C/W; 4 Bolt
A0288SA	Gold Series	V8 401ci	C/W; 4 Bolt
0289	Red Series	V8 401ci	Neutral Balance; 4 Bolt
A0289SA	Gold Series	V8 401ci	Neutral Balance; 4 Bolt

BMC British

0235	Red Series	B Series	MGA-MGB; Neutral; 3 Bolt
A235SA	Gold Series	B Series	MGA-MGB; Neutral; 3 Bolt
0239	Red Series	A Series	Cooper S; Neutral; 3 Bolt
A0239SA	Gold Series	A Series	Cooper S; Neutral: 3 Bolt
A0239AA	Gold Series	A Series	Cooper S; Neutral: 3 Bolt
0352	Gold Series	A Series	Mini Single Point Injection Post 1998
A0352SA	Gold Series	A Series	Mini Single Point Injection Post 1998

Buick Big Block

0243	Red Series	V8 403-455ci	C/W; 6 Bolt
A0243SA	Gold Series	V8 403-455ci	C/W; 6 Bolt

Chevrolet Small Block

0202	Red Series	V8 262-400ci	Neutral Balance; 3 Bolt
A0202AA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt
A0202SA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt
A0202SA/B	Gold Series	V8 262-400ci	Neutral Balance; 3 or 6 Bolt
0205	Red Series	V8 400ci	C/W; 3 Bolt
0205/B	Gold Series	V8 400ci	C/W; 6 Bolt
A0205SA	Gold Series	V8 400ci	C/W; 3 Bolt
A0205SA/B	Gold Series	V8 400ci	C/W 6 Bolt; Large Seal
0206	Red Series	V8 262-400ci	Neutral Balance; 3 Bolt; Does not accept Factory Pulleys
A0206SA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt; Does not accept Factory Pulleys
A0206AA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt; Does not accept Factory Pulleys
0206S		V8 262-400ci	Alloy Spacer - Use on all 0206 will now accept Factory Pulleys
A0337SA/B	Gold series	V8 262-400ci	Blown; 6 Bolt; suit pro charger & Paxton Blowers

Chevrolet Big Block

0207	Red Series	V8 427-502ci	Neutral Balance; 3 Bolt
A0207AA	Gold Series	V8 427-502ci	Neutral Balance; 3 Bolt
A0207SA	Gold Series	V8 427-502ci	Neutral Balance; 3 Bolt
0207/B	Gold Series	V8 427-502ci	Neutral Balance; 6 Bolt
A0207SA/B	Gold Series	V8 427-502ci	Neutral Balance; 6 Bolt
0208	Red Series	V8 427-502ci	C/W; 3 Bolt
A0208SA	Gold Series	V8 427-502ci	C/W; 3 Bolt
0208/B	Gold Series	V8 427-502ci	C/W; 6 Bolt
A0208SA/B	Gold Series	V8 427-502ci	C/W; 6 Bolt
A0338SA/B	Gold Series	V8 427-502ci	Blown; 6 Bolt; suit pro charger & Paxton Blowers
A0349SA	Gold Series	V8 427-502ci	GM LSA 2009-2014,Cadillac VTS-V & Camaro -ZL1
A0351SA	Gold Series	V8 427-502ci	Gen 5 Camaro; 2010-2015 ; 25% Underdriven

Chevrolet LS Series

A0285SA	Gold Series	V8 Gen 111	LS1 Neutral; 3 Bolt; Deep Dish Inner; Serpentine Outer
A0285SA/U	Gold Series	V8 Gen 111	LS1 Neutral; 3 Bolt; 25% Under Driven; Serpentine Outer
A0286SA	Gold Series	V8 Gen 111	LS1 Corvette; 3 Bolt; Neutral; Shallow Dish inner; Serp Outer
A0331SA	Gold Series	V8 Gen 111	L98 & L76; 6.0 & 6.2ltr; 8 Rib
A0332SA	Gold Series	V8 Gen 111	L98 & L76; 6.0 & 6.2ltr; 8 Rib; 25% Under Driven
A0333SA	Gold Series	V8 Gen 111	L98 & L76; 6.0 & 6.2ltr; 8 Rib; 5% Over Driven; for S/Charged
A0354SA	Gold Series	V8 Gen 111	1997 - 2013 C5 & C6 Corvette; 25% Under Driven

Chevrolet

A0353SA	Gold Series	V8 Gen 111	1998 - 2002 Fbody; 2004 - 2006 GTO 25% Under Driven

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.
All BLOWN balancers have 1/4" and 3/16" keyways. Customers must nominate if 6 Bolt front face or standard factory face.
SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)
BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

Harmonic Balancers - High Performance

Chrysler

0216	Red Series	6cyl 215-265ci	Hemi; Wide Version; Neutral; 4 Bolt
A0216AA	Gold Series	6cyl 215-265ci	Hemi; Wide Version; Neutral; 4 Bolt
A0216SA	Gold Series	6cyl 215-265ci	Hemi; Wide Version; Neutral; 4 Bolt
0224	Red Series	6cyl 225ci	Slant Six; Neutral; 6 Bolt
A0224SA	Gold Series	6cyl 225ci	Slant Six; Neutral; 6 Bolt

Chrysler Small Block

0218	Red Series	V8 340ci	Neutral Balance; 6 Bolt
A0218AA	Gold Series	V8 340ci	Neutral Balance; 6 Bolt
0218C/W	Red Series	V8 360ci	C/W; 6 Bolt
0218C/W/B	Gold Series	V8 340ci	Neutral Balance; 6 Bolt
A0218SA	Gold Series	V8 340ci	Neutral Balance; 6 Bolt
A0218SA/C/W	Gold Series	V8 360ci	C/W; 6 Bolt

Chrysler Big Block

0214	Red Series	V8 440ci	Even Bolt Pattern; 6 Bolt
0214/B	Gold Series	V8 440ci	Even Bolt Pattern; 6 Bolt
A0214AA	Gold Series	V8 440ci	Even Bolt Pattern; 6 Bolt
A0214SA	Gold Series	V8 440ci	Even Bolt Pattern; 6 Bolt
0215	Red Series	V8 440ci	Odd Bolt Pattern; 6 Bolt
A0215AA	Gold Series	V8 440ci	Odd Bolt Pattern; 6 Bolt
A0215SA	Gold Series	V8 440ci	Odd Bolt Pattern; 6 Bolt

Ford Big Block

0219	Red Series	V8 352-428ci	FE; Neutral Balance; 3 Bolt
A0219SA	Gold Series	V8 352-428ci	FE; Neutral Balance; 3 Bolt
A0219AA	Gold Series	V8 352-428ci	FE; Neutral Balance; 3 Bolt

Ford Big Block

0213	Red Series	V8 429-460ci	Neutral Balance; 4 Bolt
A0213SA	Gold Series	V8 429-460ci	Neutral Balance; 4 Bolt
A0213AA	Gold Series	V8 429-460ci	Neutral Balance; 4 Bolt
0213/B	Gold Series	V8 429-460ci	Neutral Balance; 6 Bolt
A0213SA/B	Gold Series	V8 429-460ci	Neutral Balance; 6 Bolt

Ford Australian

0217	Red Series	6cyl	to XE; 3-Bolt Centre
A0217SA	Gold Series	6cyl	to XE; 3-Bolt Centre
A0217AA	Gold Series	6cyl	to XE; 3-Bolt Centre
0222	Red Series	6cyl	from XF; 4-Bolt Centre
A0222SA	Gold Series	6cyl	from XF; 4-Bolt Centre
0248	Red Series	6cyl	EA; 3 Bolt; Twin V Belt, 5 Groove Serpentine
A0248SA	Gold Series	6cyl	EA; 3 Bolt; Twin V Belt, 5 Groove Serpentine
0249	Red Series	6cyl	AU; 3 Bolt; 6 Groove Serpentine includes Trigger Plate
A0249SA	Gold Series	6cyl	AU; 3 Bolt; 6 Groove Serpentine includes Trigger Plate

Ford British

0232	Red Series	4cyl 1100-1600	OHV Kent Engine; Neutral; 4 Bolt

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.
All BLOWN balancers have 1/4" and 3/16" keyways. Customers must nominate if 6 Bolt front face or standard factory face.
SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)
BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

Harmonic Balancers - High Performance

Ford Cleveland

0203	Red Series	V8 302-351ci	C/W External; 4 Bolt
A0203SA	Gold Series	V8 302-351ci	C/W External; 4 Bolt
A0203SA/B	Gold Series	V8 302-351ci	C/W External: 4 or 6 Bolt
0204	Red Series	V8 302-351ci	Neutral Balance; 4 Bolt
A0204SA	Gold Series	V8 302-351ci	Neutral Balance; 4 Bolt
A204AA	Gold Series	V8 302-351ci	Neutral Balance; 4 Bolt
A0204SA/B	Gold Series	V8 302-351ci	Neutral Balance; 4 Bolt

Ford Modular USA

0245	Red Series	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt
A0245SA	Gold Series	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt
A0245AA	Gold Series	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt
0246	Red Series	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt
A0246SA	Gold Series	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt
A0246AA	Gold Series	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt
A0347SA	Gold Series	V8 4.6l	Found In 2005-2010 Mustang GT
A0348SA	Gold Series	V8 5.4l & 5.8l	Modular 2007-2012;2013-2014 & Shelby GT500
A0355SA	Gold Series	V8	Mustang & Cobra; Serpentine 8 Groove;

Ford Modular Coyote

A0336SA Australian Use Only	Gold Series	V8	Neutral Balance 6 & 8 Rib Serpentine 3 Bolt

Ford Coyote

A0350SA	Gold Series	V8	5.0 ltr; 6.780" as found in 2011 and Mustang GT

Ford Replica

0250	Red Series	V8 427ci	FE, Factory Replica; Neutral; 3 Bolt
A0250SA	Gold Series	V8 427ci	FE, Factory Replica; Neutral; 3 Bolt

Ford Pinto

0242	Red Series	4cyl 2.3l	Neutral Balance; 3 Bolt
A0242SA	Gold Series	4cyl 2.3l	Neutral Balance; 3 Bolt
A0242AA	Gold Series	4cyl 2.3l	Neutral Balance; 3 Bolt

Ford Windsor

0209/28	Red Series	V8 289-351ci	C/W, 3 & 4 Bolt; Flat on Front Face
A0209SA/28	Gold Series	V8 289-351ci	C/W, 3 & 4 Bolt Pattern; Flat on Front Face
0209/28/B	Gold Series	V8 289-351c	C/W; 6 Bolt Pattern; Flat on Front Face
A0209SA/28/B	Gold Series	V8 289-351ci	C/W; 6 Bolt Pattern; Flat on Front Face
0209/50	Red Series	V8 289-351ci	C/W,3&4 Bolt; Early HO Crank Gear; Flat on Front Face
A0209SA/50	Gold Series	V8 289-351ci	3&4 Bolt Pattern; Early HO Crank Gear; Flat front Face
0210	Red Series	V8 289-351ci	3&4 Bolt Pattern; Flat on Front Face; Big Seal
A0210SA	Gold Series	V8 289-351ci	3&4 Bolt Pattern; Flat on Front Face
A0210AA	Gold Series	V8 289-351ci	3&4 Bolt Pattern; Flat on Front Face
A0210SA/B	Gold Series	V8 289ci	Neutral 6 Bolt Pattern; Flat on Front Face
0210SVO	Red Series	V8 289-351ci	Neutral; Group A; 3&4 Bolt Pattern; Timed HO
0210AA/SVO	Gold Series	V8 289-351ci	Neutral; Group A; 3&4 Bolt Pattern; Timed HO
0210SA/SVO	Gold Series	V8 289-351ci	Neutral; Group A; 3&4 Bolt Pattern; Timed HO
0211	Red Series	V8 289-351ci	C/W;Boss;3&4 Bolt ,Timed Opposite, Flat Front Face
A0211SA	Gold Series	V8 289-351ci	C/W;Boss;3&4 Bolt ,Timed Opposite, Flat Front Face
0240	Red Series	V8 289-351ci	Neutral; HQ; 4 Bolt
A0240AA	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
A0240SA	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
0240/B	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
A0240SA/B	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
0241/28	Red Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302
A0241/SA/28	Gold Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302
0241/ 28/B	Gold Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.
All BLOWN" balancers have 1/4" and 3/16" keyways.Customers must nominate if 6 Bolt front face or standard factory face.
RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)
BOLTS and SEALS are NOT SUPPLIED.

Harmonic Balancers - High Performance

Ford Windsor

A0241SA/28/B	Gold Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302
0241/50	Red Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
A0241SA/50	Gold Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
0241/50/B	Gold Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
A0241SA/50/B	Gold Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
A0251SA	Gold Series	V8 289-351ci	C/W; 50oz; 4 Bolt; AU XR8; inc. Chopper Plate
A0252SA	Gold Series	V8 289-351ci	Neutral; 3 Bolt; AU XR8; inc. Chopper Plate

Holden

0201Blue	Red Series	6cyl	Blue Motor; Neutral; 3 Bolt
0201Red	Red Series	6cyl	Red Motor; Neutral; 3 Bolt
A0201SA/Blue	Gold Series	6cyl	Blue Motor; Neutral; 3 Bolt
A0201SA/Red	Gold Series	6cyl	Red Motor; Neutral; 3 Bolt
A0201AA/Blue	Gold Series	6cyl	Blue Motor; Neutral; 3 Bolt
A0201AA/Red	Gold Series	6cyl	Red Motor; Neutral; 3 Bolt

Holden

0220	Red Series	V8 253-308ci	4 Bolt; Neutral
0220/B	Gold Series	V8 253-308ci	4 or 6 Bolt; Neutral
A0220SA	Gold Series	V8 253-308ci	4 Bolt; Neutral
A0220SA/B	Gold Series	V8 253-308ci	4 or 6 Bolt Pattern; Neutral
A0220AA	Gold Series	V8 253-308ci	4 Bolt; Neutral
A0331SA	Gold Series	V8 L98 & L98	6ltr & 6.2ltd;Std Balancer 8 Rib
A0332SA	Gold Series	V8 L98 & L98	6ltr & 6.2ltd;Std Balancer 8 Rib; 25% Underdriver
A0333SA	Gold Series	V8 L98 & L98	6ltr & 6.2ltd; Std Balancer 8 Rib; 5% Overdriven

Nissan

0330SA	Gold Series	6cyl 3l	RB30; Neutral: 6 Bolts; Provision for pulley

Pontiac Big Block

0223	Red Series	V8 287-455ci	Neutral; 4 Bolt
A0223SA	Gold Series	V8 287-455ci	Neutral; 4 Bolt
A0223AA	Gold Series	V8 287-455ci	Neutral; 4 Bolt

SKF Seal part no - 19215 suits

0202AA - 0202SA/B - 0205SA/B - 0206AA - 0220AA - 0220/B

SKF Seal part no - 20520 suits

0203SA/B - 0204SA/B - 0209/28/B - 0210AA - 0240/B - 0241/28/B - 0241/50/B

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.
All BLOWN" balancers have 1/4" and 3/16" keyways.Customers must nominate if 6 Bolt front face or standard factory face.
RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)
BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

Stepped Washer

0201R

Holden 6cyl
Red Motor
Neutral Balancer

Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.1210”	Pulley Grooves	1	All Steel	3.60kg	7lb 15ozs
Max Bore Diameter	1.1215”	Serpentine Groove	0	Steel/Alloy	1.75kg	3lb 14oz
Seal Diameter	1.770”	Nominal Overall Length	1.900”	Alloy/Alloy	1.20kg	2lb 10oz
Nominal outside Diam	5.833”	Bolt Holes	3			

Stepped Washer

0201B

Holden 6cyl
Blue Motor
Neutral Balancer

Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.1210”	Pulley Grooves	1	All Steel	3.60kg	7lb 15oz
Max Bore Diameter	1.1215”	Serpentine Groove	0	Steel/Alloy	1.75kg	3lb 14oz
Seal Diameter	1.770”	Nominal Overall Length	1.900”	Alloy/Alloy	1.20kg	2lb 10oz
Nominal outside Diam	5.833”	Bolt Holes	3			

0202

Chevrolet Small Block
V8 262-400ci
Neutral Balancer

Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.247”	Pulley Grooves	0	All Steel	4.50kg	9lb 15oz
Max Bore Diameter	1.2475”	Serpentine Groove	0	Steel/Alloy	2.70kg	5lb 15oz
Seal Diameter	1.770”	Nominal Overall Length	2.385”	Alloy/Alloy	1.40kg	3lb 1oz
Nominal outside Diam	6.200”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0202SA/B 3 Bolt

Chevrolet Small Block

V8 262-400ci
Neutral Balancer
Available in Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.247”	Pulley Grooves	0	Steel/Alloy	2.70kg	5lbs 15oz
Max Bore Diameter	1.2475”	Serpentine Groove	0			
Seal Diameter	1.937”	Nominal Overall Length	2.565”			
Nominal outside Diam	6.200”	Bolt Holes	3			

A0202SA/B 6 Bolt

Chevrolet Small Block

V8 262-400ci
Neutral Balancer
Available in Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.247”	Pulley Grooves	0	Steel/Alloy	2.70kg	5lbs 15oz
Max Bore Diameter	1.2475”	Serpentine Groove	0			
Seal Diameter	1.937”	Nominal Overall Length	2.565”			
Nominal outside Diam	6.200”	Bolt Holes	6			

0203

Ford Cleveland

V8 302-351ci
Counter Weight
Available in Steel
Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	5.50kg	12lb 2oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.75kg	8lb 4oz
Seal Diameter	1.875”	Nominal Overall Length	3.560”			
Nominal outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0203SA/B
4 Bolt

Ford Cleveland
V8 302-351ci
Counter Weight
Available in
Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	Steel/Alloy	3.75kg	8lb 4oz
Max Bore Diameter	1.3755”	Serpentine Groove	0			
Seal Diameter	2.062”	Nominal Overall Length	3.575”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

A0203SA/B
6 Bolt

Ford Cleveland
V8 302-351ci
Counter Weight
Available in
Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	Steel/Alloy	3.75kg	8lb 4oz
Max Bore Diameter	1.3755”	Serpentine Groove	0			
Seal Diameter	2.062”	Nominal Overall Length	3.575”			
Nominal Outside Diam	6.200”	Bolt Holes	6			

0204

Ford Cleveland
V8 302-351ci
Neutral Balancer
Available in
Steel
Steel/Alloy

Also available as
A0204SA/B
Blown Balancer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	3.96kg	8lb 12oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.20kg	7lb 1oz
Seal Diameter	1.875”	Nominal Overall Length	3.560”	Alloy/Alloy	1.80kg	3lb 16oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0205

Chevrolet Small Block
V8 400ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.247”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.2475”	Serpentine Groove	0	All Steel	5.00kg	11lbs 00ozs
Seal Diameter	1.770”	Nominal Overall Length	2.400”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	3			

0205/B
6 Bolt

Chevrolet Small Block
V8 400ci
Counter Weight
Available in
Steel Inner-Alloy Outer

Min Bore Diameter	1.247”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.2475”	Serpentine Groove	0	All Steel	5.00kg	11lb 00oz
Seal Diameter	1.937”	Nominal Overall Length	2.560”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

0206S Alloy Spacer

0206

Chevrolet Small Block

V8 262-400ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer
Alloy Spacer now available

Min Bore Diameter	1.247”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.2475”	Serpentine Groove	0	All Steel	3.08kg	6lb 13oz
Seal Diameter	1.770”	Nominal Overall Length	2.730”	Steel/Alloy	1.80kg	4lb 00oz
Nominal Outside Diam	5.833”	Bolt Holes	3	Alloy/Alloy	1.50kg	3lb 5oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0207

Chevrolet Big Block
V8 427-502ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner/Alloy Outer

Min Bore Diameter	1.600”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.6005”	Serpentine Groove	0	All Steel	4.60kg	10lb 2oz
Seal Diameter	2.335”	Nominal Overall Length	2.666”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	3			

0207/B
6 Bolt

Chevrolet Big Block
V8 427-502ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.600”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.6005”	Serpentine Groove	0	All Steel	4.60kg	10lb 2oz
Seal Diameter	2.335”	Nominal Overall Length	2.662”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

0208

Chevrolet Big Block
V8 427-502ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.600”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.6005”	Serpentine Groove	0	All Steel	5.10kg	10lb 2oz
Seal Diameter	2.335”	Nominal Overall Length	2.670”	Steel/Alloy	3.15kg	11lb 4oz
Nominal Outside Diam	6.200”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0208/B
6 Bolt

Chevrolet Big Block
V8 427-502ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.600”	Pulley Grooves	0	All Steel	5.10kg	11lb 4oz
Max Bore Diameter	1.6005”	Serpentine Groove	0	Steel/Alloy	3.251kg	7lb 3oz
Seal Diameter	2.335”	Nominal Overall Length	2.666”			
Nominal Outside Diam	6.200”	Bolt Holes	6			

0209/28

Ford Windsor
V8 289-351ci
Counter Weight 28oz
Dual Bolt Pattern
Flat on Front Face
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	4.95kg	10lb 15oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.15kg	6lb 15oz
Seal Diameter	1.875”	Nominal Overall Length	3.085”			
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

0209/50

Ford Windsor
V8 289-351ci
Counter Weight 50oz
Dual Bolt Pattern
HO Cranks in early Blocks
Flat on Front Face
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	5.20kg	11lb 7oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.251kg	6lb 15oz
Seal Diameter	1.875”	Nominal Overall Length	3.085”			
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0209/28/B

Ford Windsor
V8 289-351ci
Counter Weight 28oz
Early
Flat on Front Face
Available in
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	4.95kg	10lb 15oz
Seal Diameter	2.062”	Nominal Overall Length	3.175”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

0210

Ford Windsor
V8 289-351ci
Neutral Balancer
Dual Bolt
Flat on Front Face
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	4.54kg	10lb
Seal Diameter	1.875”	Nominal Overall Length	3.075”	Steel/Alloy	3.10kg	6lb 13oz
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

A0210AA

Ford Windsor
V8 289-351ci
Neutral Balancer
Dual Bolt
Flat on Front Face
Available in
Alloy/Alloy

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	Alloy/Alloy	1.70kg	3lb 12oz
Seal Diameter	2.062”	Nominal Overall Length	3.075”			
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0210SA/B

Ford Windsor
V8 289-351ci

Neutral Balancer

Available in
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	Steel/Alloy	3.10kg	6lb 13oz
Max Bore Diameter	1.3755”	Serpentine Groove	0			
Seal Diameter	2.062”	Nominal Overall Length	3.185”			
Nominal Outside Diam	6.200”	Bolt Holes	6			

0210SVO

Ford Windsor
V8 289-351ci

Neutral Balancer

Dual Bolt
Flat on Front Face

Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	4.54kg	10lb
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.10kg	6lb 13oz
Seal Diameter	1.875”	Nominal Overall Length	3.080”			
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

A0210AASVO

Ford Windsor
V8 289-351ci

Neutral Balancer

Dual Bolt
Flat on Front Face

Available in Alloy/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	Alloy/Alloy	1.70kg	3lb 12oz
Max Bore Diameter	1.3755”	Serpentine Groove	0			
Seal Diameter	2.062”	Nominal Overall Length	3.080”			
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0211

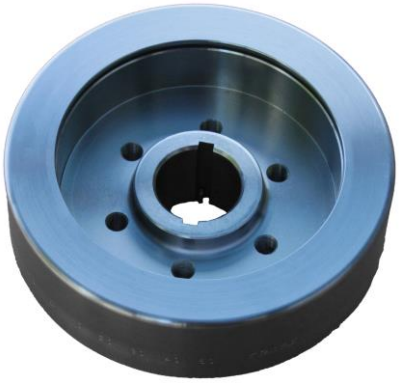
Ford Windsor
V8 289-351ci
Counter Weight
Boss, Dual Bolt
Timed Opposite Side
Flat on Front Face
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	4.95kg	10lb 15oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.15kg	6lb 15oz
Seal Diameter	1.875”	Nominal Overall Length	3.100”			
Nominal Outside Diam	6.200”	Bolt Holes	3 & 4			

0213

Ford Big Block V8
429-460ci
Neutral Balance
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	4.26kg	9lb 6oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	2.50 kg	5lb 8oz
Seal Diameter	2.100”	Nominal Overall Length	2.430”	Alloy/Alloy	1.60kg	3lb 8oz
Nominal Outside Diam	6.200”	Bolt Holes	4			



0213B

Ford Big Block - FE
V8 429-460ci
Neutral Balance
Available in
All steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	4.26kg	9lb 6oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	2.50 kg	5lb 8oz
Seal Diameter	2.100”	Nominal Overall Length	2.440”			
Nominal Outside Diam	6.200”	Bolt Holes	6			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0214

Chrysler Big Block
V8 440ci
Even Bolt Pattern
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer
Avail in Blown version

				Type	Weight	Weight
Min Bore Diameter	1.5305”	Pulley Grooves	0	All Steel	4.35kg	9lb 9oz
Max Bore Diameter	1.5310”	Serpentine Groove	0	Steel/Alloy	2.70 kg	5lb15oz
Seal Diameter	2.185”	Nominal Overall Length	2.490”	Alloy/Alloy	1.55kg	3lb 6oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

0215

Chrysler Big Block
V8 440ci
Odd Bolt Pattern
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.5305”	Pulley Grooves	0	All Steel	4.35kg	9lb 9oz
Max Bore Diameter	1.5310”	Serpentine Groove	0	Steel/Alloy	2.70 kg	5lb 15oz
Seal Diameter	2.185”	Nominal Overall Length	2.505”	Alloy/Alloy	1.55kg	3lb 6oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

Washer

0216

Chrysler Hemi
6cyl 215-265ci
Wide Version
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.3455”	Pulley Grooves	1	All Steel	5.50kg	12lb2oz
Max Bore Diameter	1.346”	Serpentine Groove	0	Steel/Alloy	2.90kg	6lb 6oz
Seal Diameter	2.000”	Nominal Overall Length	2.805”	Alloy/Alloy	2.00kg	4lb 6oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0217

Ford Falcon to XE
6cyl
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.250”	Pulley Grooves	2	All Steel	3.40kg	7lb 8oz
Max Bore Diameter	1.2505”	Serpentine Groove	0	Steel/Alloy	2.50kg	5lb 8oz
Seal Diameter	1.750”	Nominal Overall Length	2.920”	Alloy/Alloy	1.40kg	3lb 1oz
Nominal Outside Diam	6.200”	Bolt Holes	3			

0218

Chrysler Small Block
V8 340ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.5305”	Pulley Grooves	0	All Steel	4.15kg	9lb 3oz
Max Bore Diameter	1.5310”	Serpentine Groove	0	Steel/Alloy	2.50 kg	5lb 8oz
Seal Diameter	2.185”	Nominal Overall Length	2.540”	Alloy/Alloy	2.00 kg	4lb 6oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

0218CW

Chrysler Small Block
V8 360ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Also available as Blown
Balancer 0218CW/B

				Type	Weight	Weight
Min Bore Diameter	1.5305”	Pulley Grooves	0	All Steel	4.40kg	10lb 7oz
Max Bore Diameter	1.5310”	Serpentine Groove	0	Steel/Alloy	2.60kg	5lb 2oz
Seal Diameter	2.185”	Nominal Overall Length	2.600”			
Nominal Outside Diam	6.200”	Bolt Holes	6			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0219

Ford Big Block - FE
V8 352-428ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.374”	Pulley Grooves	0	All Steel	3.70kg	8lb 3oz
Max Bore Diameter	1.3745”	Serpentine Groove	0	Steel/Alloy	2.30kg	5lb10oz
Seal Diameter	2.050”	Nominal Overall Length	2.135”	Alloy/Alloy	1.40kg	3lb 1oz
Nominal Outside Diam	6.200”	Bolt Holes	3			

0220

Holden
V8 253-304-308ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.2395”	Pulley Grooves	0	All Steel	3.60kg	7lb 15oz
Max Bore Diameter	1.2400”	Serpentine Groove	0	Steel/Alloy	2.50kg	5lb 8oz
Seal Diameter	1.770”	Nominal Overall Length	2.985”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

A0220AA

Holden
V8 253-304-308ci

Neutral Balancer

Available in Alloy-Alloy

				Type	Weight	Weight
Min Bore Diameter	1.2395”	Pulley Grooves	0	Alloy/Alloy	1.70kg	3lb 12oz
Max Bore Diameter	1.2400”	Serpentine Groove	0			
Seal Diameter	1.937”	Nominal Overall Length	2.985”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC
PERFORMANCE PRODUCTS

0220/B
6 Bolt

Holden
V8 253-304-308
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.2395”	Pulley Grooves	0	All Steel	4.25kg	9lb 6oz
Max Bore Diameter	1.2400”	Serpentine Groove	0	Steel/Alloy	2.50kg	5lb 8oz
Seal Diameter	1.937”	Nominal Overall Length	2.995”			
Nominal Outside Diam	6.200”	Bolt Holes	4 or 6			

0222

Ford Falcon from XF
6cyl
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.250”	Pulley Grooves	2	All Steel	3.46kg	7lb 8oz
Max Bore Diameter	1.2505”	Serpentine Groove	0	Steel/Alloy	2.50kg	5lb 8oz
Seal Diameter	1.750”	Nominal Overall Length	2.630”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

0223

Pontiac Big Block
V8 287-455ci

Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	All Steel	4.90kg	10lb 13oz
Max Bore Diameter	1.3755”	Serpentine Groove	0	Steel/Alloy	3.12kg	6lb 14oz
Seal Diameter	1.875”	Nominal Overall Length	3.265”	Alloy/Alloy	1.75kg	3lb 14oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PER4FORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0224

Chrysler
6cyl 225ci
Slant 6
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.530”	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	1.5305”	Serpentine Groove	0	All Steel	4.20kg	9lb 4oz
Seal Diameter	2.244”	Nominal Overall Length	2.265”	Steel/Alloy	2.80kg	6lb 3oz
Nominal Outside Diam	6.200”	Bolt Holes	6			

0232

Ford British
4cyl 1100-1600
OHV Kent Engine
Neutral Balancer
Available in
All Steel

Min Bore Diameter	.9465”	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	.947”	Serpentine Groove	0	All Steel	1.90kg	4lb 3oz
Seal Diameter	1.445”	Nominal Overall Length	2.405”			
Nominal Outside Diam	5.000”	Bolt Holes	4			

0235

BMC British
MGA: MGB - B Series
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.1245”	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	1.125”	Serpentine Groove	0	All Steel	1.90kg	4lb 3oz
Seal Diameter	1.561”	Nominal Overall Length	1.670”	Steel/Alloy	1.10kg	2lb 7oz
Nominal Outside Diam	5.200”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0239

Mini Minor
850 & Cooper
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

Min Bore Diameter	1.000”	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	1.0005”	Serpentine Groove	0	All Steel	1.90kg	4lb 3oz
Seal Diameter	1.560”	Nominal Overall Length	1.710”	Steel/Alloy	1.10kg	2lb 7oz
Nominal Outside Diam	4.761”	Bolt Holes	3	Alloy/Alloy	.70kg	1lb 8oz

0240

Ford Windsor HO
V8 289-351ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	4.92kg	10lb14oz
Seal Diameter	1.875”	Nominal Overall Length	4.125”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

A0240AA

Ford Windsor HO
V8 289-351ci
Neutral Balancer
Available in
Alloy Inner/Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Bore Diameter	1.3755”	Serpentine Groove	0	Alloy/Alloy	1.80kg	3lb 15oz
Seal Diameter	2.062”	Nominal Overall Length	4.125”			
Nominal outside Diam	6.200”	Bolt Holes	4			

“ ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0240/B
4 Bolt

Ford Windsor
HO
V8 289-351ci
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	4.92kg	10lb14oz
Seal Diameter	2.062”	Nominal Overall Length	4.125”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

0241/28

Ford Windsor Early
HO
V8 289-351ci
Boss 302
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	4.95kg	10lb15oz
Seal Diameter	1.875”	Nominal Overall Length	4.135”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

0241/50

Ford Windsor Early
HO
V8 289-351ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	5.20kg	11lb 7oz
Seal Diameter	1.875”	Nominal Overall Length	4.135”	Steel/Alloy	3.25kg	7lb 3oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0241/28/B
4 Bolt

Ford Windsor Early
V8 289-351ci
HO Boss 302
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	4.95kg	10lb15oz
Seal Diameter	2.062”	Nominal Overall Length	4.135”	Steel/Alloy	3.15kg	6lb 15oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

0241/50/B
4 Bolt

Ford Windsor Early
HO
V8 289-351ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.375”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.3755”	Serpentine Groove	0	All Steel	5.20kg	11lb 7oz
Seal Diameter	2.062”	Nominal Overall Length	4.135”	Steel/Alloy	3.25kg	7lb 3oz
Nominal Outside Diam	6.200”	Bolt Holes	4			

0242

Ford Pinto
4cyl 2.3l
Neutral Balancer
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer

Min Bore Diameter	1.262”	Pulley Grooves	2	Type	Weight	Weight
Max Bore Diameter	1.2625”	Serpentine Groove	0	All Steel	2.00kg	4lb 7oz
Seal Diameter	1.770”	Nominal Overall Length	2.290”	Steel/Alloy	1.20kg	2lb 10oz
Nominal Outside Diam	6.200”	Bolt Holes	3	Alloy/Alloy	.80kg	1lb 12oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0243

Buick Big Block
V8 403-455cui
Counter Weight
Available in
All Steel
Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.4375”	Pulley Grooves	0			
Max Bore Diameter	1.4380”	Serpentine Groove	0	All Steel	4.15kg	9lb 3oz
Seal Diameter	2.000”	Nominal Overall Length	2.915”			
Nominal Outside Diam:	6.200”	Bolt Holes	6			

0245

Ford Modular
V8 5.4l
Neutral Balancer
8 Groove
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer
5% Underdriven

				Type	Weight	Weight
Min Bore Diameter	1.250”	Pulley Grooves	0			
Max Bore Diameter	1.2505”	Serpentine Groove	8	Steel/Alloy	2.20kg	4lb 14oz
Seal Diameter	1.875”	Nominal Overall Length	2.250”			
Nominal Outside Diam	6.200”	Bolt Holes	3			

0246

Ford Modular
V8 4.6l
Neutral Balancer
6 Groove
Available in
All Steel
Steel Inner-Alloy Outer
Alloy Inner-Alloy Outer
5% Under Driven

				Type	Weight	Weight
Min Bore Diameter	1.250”	Pulley Grooves	0			
Max Bore Diameter	1.2505”	Serpentine Groove	6	Steel/Alloy	2.20kg	4lb 14oz
Seal Diameter	1.875”	Nominal Overall Length	2.250”			
Nominal Outside Diam	6.200”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - SPORTS- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0248

Ford Falcon EA
6cyl
Twin V Belt 5 Groove
Neutral Balancer
Available in
Steel Inner-Alloy Outer

Min Bore Diameter	1.250”	Pulley Grooves	2	Type	Weight	Weight
Max Bore Diameter	1.2505”	Serpentine Groove	5	Steel/Alloy	2.60kg	5lb 12oz
Seal Diameter	1.750”	Nominal Overall Length	3.515”			
Nominal Outside Diam	6.200”	Bolt Holes	3			

0249

Ford Falcon EF-AU
6cyl

6 Groove W/Trigger Plate
Neutral Balancer
Available in

All Steel
Steel Inner-Alloy Outer

Min Bore Diameter	1.2500”	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.2505”	Serpentine Groove	6	Steel/Alloy	2.42 kg	5lb 6oz
Seal Diameter	1.750”	Nominal Overall Length	3.185”			
Nominal Outside Diam	6.200”	Bolt Holes	3			

0250

Ford FE Replica & Pulleys
V8 427ci
Neutral Balancer
Available in
All Steel
Steel/Alloy

Min Bore Diameter	1.373”	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	1.3735”	Serpentine Groove	0	All Steel	5.50kg	12lb 2oz
Seal Diameter	2.160”	Nominal Overall Length	1.825”	Steel/Alloy	3.15Kg	6lb.15oz
Nominal Outside Diam	7.461”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0251SA

Ford Windsor
AU XR8
V8 289-351
Counter Weight 50oz
Available in
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	Steel/Alloy	4.48kg	9lb 14oz
Max Bore Diameter	1.3755”	Serpentine Groove	6			
Seal Diameter	1.875”	Nominal Overall Length	4.475”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

A0252SA

Ford Windsor
AU XR8
V8 289-351
Neutral Balance
Available in
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.375”	Pulley Grooves	0	Steel/Alloy	3.37kg	7lb 7oz
Max Bore Diameter	1.3755”	Serpentine Groove	6			
Seal Diameter	1.875”	Nominal Overall Length	4.445”			
Nominal Outside Diam	6.200”	Bolt Holes	3			

A0285SA

Chevrolet LS
Series
V8 Gen 111
LS1 Neutral Balancer
Multi Groove Serpentine
Available in
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.482”	Pulley Grooves	0	Steel/Alloy	3.20kg	7lb 1oz
Max Bore Diameter	1.4825”	Serpentine Groove	4 & 6			
Seal Diameter	2.127”	Nominal Overall Length	3.655”			
Nominal Outside Diam	7.474”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - SPORTS- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0285SA/U

Chevrolet LS1 Series
V8 Gen 111
LS1 Neutral Balancer
25% Underdriven
Multi Groove Serpentine
Available in
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.482”	Pulley Grooves	0	Steel/Alloy	2.66kg	5lb 14oz
Max Bore Diameter	1.4825”	Serpentine Groove	4 & 6			
Seal Diameter	2.127”	Nominal Overall Length	3.700”			
Nominal Outside Diam	6.458”	Bolt Holes	3			

A0286SA

Chevrolet LS1 Corvette
V8 Gen 111
LS1 Neutral Balancer
Multi Groove Serpentine
Available in
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.482”	Pulley Grooves	0	Steel/Alloy	3.20kg	7lb 1oz
Max Bore Diameter	1.4825”	Serpentine Groove	4 & 6			
Seal Diameter	2.127”	Nominal Overall Length	2.940”			
Nominal Outside Diam	7.477”	Bolt Holes	3			

0288

AMC/Rambler
V8 401ci
Counter Weight
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.3615”	Pulley Grooves	0	All Steel	5.19Kg	11lb 7oz
Max Bore Diameter	1.362”	Serpentine Groove	0	Steel/Alloy	3.71kg	8lb 3oz
Seal Diameter	2.000”	Nominal Overall Length	3.235”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

0289

AMC/Rambler
V8 401ci
Neutral Balance
Available in
All Steel
Steel Inner-Alloy Outer

				Type	Weight	Weight
Min Bore Diameter	1.3615”	Pulley Grooves	0	All Steel	4.48kg	9lb 14oz
Max Bore Diameter	1.362”	Serpentine Groove	0	Steel/Alloy	2.99kg	6lb 10oz
Seal Diameter	2.000”	Nominal Overall Length	3.240”			
Nominal Outside Diam	6.200”	Bolt Holes	4			

A0330SA

Nissan RB30
6cyl
Neutral Balancer
Available in
Steel Inner-Alloy Outer
Provision for Additional
Pulley

				Type	Weight	Weight
Min Bore Diameter	1.1805”	Pulley Grooves	1	Steel/Alloy	2.06kg	4lb 9oz
Max Bore Diameter	1.1810”	Serpentine Groove	4			
Seal Diameter	1.925”	Nominal Overall Length	1.940”			
Nominal Outside Diam	7.066”	Bolt Holes	6			

A0331SA

Holden
Commodore VE V8
L98 & L97
6ltr & 6.2ltr
Std Balancer 8 Rib
Available in
Steel/ Alloy

				Type	Weight	Weight
Min Bore Diameter	1.4820”	Pulley Grooves	0	Steel/Alloy	3.14kg	6lb 15oz
Max Bore Diameter	1.4825”	Serpentine Groove	8 & 4			
Seal Diameter	2.1270”	Nominal Overall Length	3.090”			
Nominal outside Diam	7.480”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

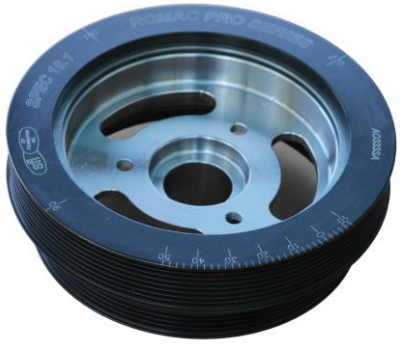
ROMAC PERFORMANCE PRODUCTS

A0332SA

Holden
Commodore VE V8
L98 & L97
6ltr & 6.2ltr
25% Underdriven
8 Rib
Available in
Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.482”	Pulley Grooves	0	Steel/Alloy	3.01kg	6lb 12oz
Max Bore Diameter	1.4825”	Serpentine Groove	8 & 4			
Seal Diameter	2.1270”	Nominal Overall Length	3.090”			
Nominal Outside Diam	7.250”	Bolt Holes	3			

A0333SA



Holden
Commodore VE V8

L98 & L97
6ltr & 6.2ltr
5% Overdriven
8 Rib
Available in
Steel/Alloy

				Type	Weight	Weight
Min Bore Diameter	1.482”	Pulley Grooves	0	Steel/Alloy	3.46kg	7lb 10oz
Max Bore Diameter	1.4825”	Serpentine Groove	8 & 4			
Seal Diameter	2.1270”	Nominal Overall Length	3.090”			
Nominal Outside Diam	8.240”	Bolt Holes	3			

A0336SA

Ford
Modular Coyote
V8
8 Rib & 6 Rib
Available in
Steel/Alloy

Australian use only

				Type	Weight	Weight
Min Bore Diameter	1.250”	Pulley Grooves	0	Steel/Alloy	3.02 kg	6lb 5oz
Max Bore Diameter	1.2505”	Serpentine Groove	6 & 8			
Seal Diameter	1.875”	Nominal Overall Length	3.520”			
Nominal Outside Diam	7.030”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES -PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0337SA/B

Small Block Chev Blown to suit 6 bolt pattern for pro charger & Paxton blowers

				Type	Weight	Weight
Min Bore Diameter	1.2470”	Pulley Grooves	0	Steel/Alloy	2.87kg	6lb 5oz
Max Bore Diameter	1.2475”	Serpentine Groove	0			
Seal Diameter	1.938”	Nominal Overall Length	2.385”			
Nominal outside Diam	6.200”	Bolt Holes	6			

A0338SA/B

Big Block Chev 427-502 blown to suit 6 bolt pattern to suit pro charger & Paxton blowers

				Type	Weight	Weight
Min Bore Diameter	1.6000”	Pulley Grooves	0	Steel/Alloy	2.91kg	6lb 5oz
Max Bore Diameter	1.6005”	Serpentine Groove	0			
Seal Diameter	2.3350”	Nominal Overall Length	2.663”			
Nominal outside Diam	6.200”	Bolt Holes	6			

A0347SA

Ford Modular 4.6 ltr as found in 2005-2010 Mustang GT

				Type	Weight	Weight
Min Bore Diameter	1.2500”	Pulley Grooves	0	Steel/Alloy	2.37kg	6lb 7oz
Max Bore Diameter	1.2505”	Serpentine Groove	6			
Seal Diameter	1.876”	Nominal Overall Length	1.893”			
Nominal outside Diam	6.780”	Bolt Holes	6			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

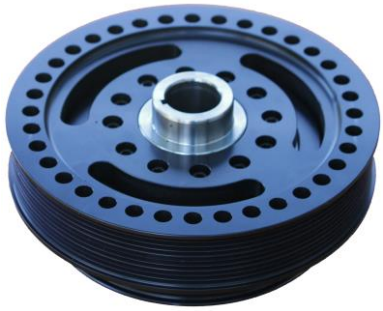
All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC
PERFORMANCE PRODUCTS

A0348SA



Ford Modular 2007-2012 5.4ltr
Ford Modular 2013-2014 5.8ltr
and found in Shelby GT500

You need to nominate which overdriven pulley you require, either a 10% or 15% pulley must be purchased with this balancer.

				Type	Weight	Weight
Min Bore Diameter	1.2492”	Pulley Grooves	0	Steel/Alloy	4.89kg	10lb 12oz
Max Bore Diameter	1.2497”	Serpentine Groove	6 &10			
Seal Diameter	1.876”	Nominal Overall Length	3.343”			
Nominal outside Diam	6.945”	Bolt Holes	3			

A0349SA

Chevrolet
GM LSA 2009-2014 as found in Cadillac VTS-V & ZL1 Camaro

You need to nominate which oversize pulley you require either 8.600” - 9.100” or 9.550”. It must be purchased with this balancer

				Type	Weight	Weight
Min Bore Diameter	1.4885”	Pulley Grooves	0	Steel/Alloy	6.22kg	13lb 11oz
Max Bore Diameter	1.4820”	Serpentine Groove	4&6&8			
Seal Diameter	2.1300”	Nominal Overall Length	4.530”			
Nominal outside Diam	7.637”	Bolt Holes	3			

A0350SA

Ford Coyote 5.0 ltr
6.780” as found in 2011 and Mustang GT

				Type	Weight	Weight
Min Bore Diameter	1.2500”	Pulley Grooves	0	Steel/Alloy	4.13kg	9lb 2oz
Max Bore Diameter	1.2505”	Serpentine Groove	6			
Seal Diameter	1.8760”	Nominal Overall Length	3.618”			
Nominal outside Diam	6.780”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC
PERFORMANCE PRODUCTS

A0351SA

Chevrolet
Gen 5 Camaro 2010 -2015
25% Underdriven

				Type	Weight	Weight
Min Bore Diameter	1.4820”	Pulley Grooves	0	Steel/Alloy	2.59kg	5lb 11oz
Max Bore Diameter	1.4825”	Serpentine Groove	4 & 6			
Seal Diameter	2.130”	Nominal Overall Length	4.411”			
Nominal outside Diam	5.846”	Bolt Holes	3			

352

British
Mini Single Point Injection
Post 1998

				Type	Weight	Weight
Min Bore Diameter	1.0000”	Pulley Grooves	0	All Steel	1.50kg	3lb 5oz
Max Bore Diameter	1.0005”	Serpentine Groove	5			
Seal Diameter	1.5600”	Nominal Overall Length	1.590”			
Nominal outside Diam	4.645”	Bolt Holes	3			

A0352SA

British
Mini Single Point Injection
Post 1998

				Type	Weight	Weight
Min Bore Diameter	1.0000”	Pulley Grooves	0	Steel/Alloy	.74kg	1.6lb oz
Max Bore Diameter	1.0005”	Serpentine Groove	5			
Seal Diameter	1.5600”	Nominal Overall Length	1.590”			
Nominal outside Diam	4.645”	Bolt Holes	3			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

ROMAC PERFORMANCE PRODUCTS

A0353SA

Chevrolet 1998 - 202 Fbody
2004-2006 GTO
25% Under Driven

				Type	Weight	Weight
Min Bore Diameter	1.4820”	Pulley Grooves	0	Steel/Alloy	2.28kg	5lb 4oz
Max Bore Diameter	1.4825”	Serpentine Groove	4 & 6			
Seal Diameter	2.130”	Nominal Overall Length	3.795”			
Nominal outside Diam	5.750”	Bolt Holes	3			

A0354SA

Chevrolet
1997 - 2013 C5 & C6
Corvette 25% Under Driven

				Type	Weight	Weight
Min Bore Diameter	1.4820”	Pulley Grooves	0	Steel/Alloy	2.4kg	5lb 5oz
Max Bore Diameter	1.4825”	Serpentine Groove	4 & 6			
Seal Diameter	2.130”	Nominal Overall Length	3.041”			
Nominal outside Diam	6.560”	Bolt Holes	3			

A0355SA

Ford Modula
Mustang & Cobra
8 Groove

				Type	Weight	Weight
Min Bore Diameter	1.2500”	Pulley Grooves	0	Steel/Alloy	2.33kg	5lb 2oz
Max Bore Diameter	1.2505”	Serpentine Groove	8			
Seal Diameter	1.876”	Nominal Overall Length	1.8930”			
Nominal outside Diam	6.780”	Bolt Holes	6			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4” and 3/16” keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

Product Information

JP Performance Products are a well-known quality product with great reliability and durability. They are very easy to fit with excellent instructions.

Products that sell themselves

All JP Timing sets are produced using billet steel for both the crank and camshaft sprockets and all crankshaft sprockets are electrically induction hardened.

Timing chain sets have 9 keyways unless otherwise stated. Smaller bores tend to be best suited to 7 crank keyways, although engines like Small Block Chevrolets etc. come with 9 keyways which allow more adjustment for dialling in the cam. Crankshaft sprocket keyways are in 2-degree increments unless otherwise noted.

The relationship from crank keyway to camshaft sprocket timing is 2:1 meaning that the amount of advance or retard at the camshaft is in one-degree increments, IE 1, 2, 3 or 4 degrees. Multiple keyways are a solid fixture and do not tend to move or work loose like offset dowels, thus providing a positive locking of the cam timing to whatever position is desired.

All JP Billet timing sets come standard with one-piece Iwis Performance Series timing chain.

Every small and big block Chevrolet comes standard with a brass thrust washer. You will find JP has included brass thrust washers to most of our range including Ford for increased performance and reliability.

JP Timing sets that feature a “T” at the end of the part number, as in JP5627T to suit a Gen 111 LS7 Chevrolet, have a one-piece Torrington thrust bearing fitted.

Line Bore Sets:

Most Timing Sprocket sets are available in .002”, 005” & 010” oversize. The oversize is added to the part number as JP5627T + 010” which is ten-thousandths oversize. When a car has been Line Bored you will need to fit the correct oversize set. The crank sprockets are made larger to take up the chain slack.

Materials used for Timing Sets:

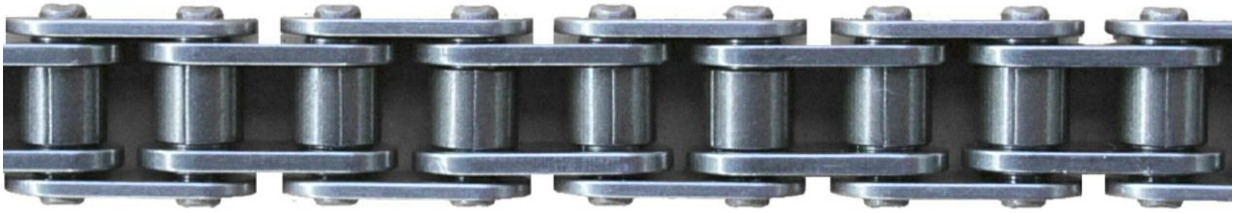
Crank Sprockets: K1045 Billet steel bar unless nominated otherwise.
Cam Sprockets: K1045 Billet steel bar.

TIMING CHAINS

All JP Timing sets are fitted with IWIS Performance Series high quality timing chains. All chains are 3/8” pitch Single and Double Row Chains.

Please Note:

Iwis Performance Series Chains are not made in varying pitch lengths to accommodate line bore engines



Instructions

JP Performance fitting instructions give you clear and accurate details.
The product range is designed to fit most performance vehicles.

LINE BORE KITS

Line Bore Kits are available for engines that have been tunnel bored, such as blue printed engines, damaged blocks or reworked engines. Line Bore Kits are available in +002”, +005” and +010” for all timing sprocket sets listed.

When ordering Line Bore Kits mark order with LB2, LB5 or LB10 after the part number. When installing any new timing componentry we recommend using a degree wheel to set perfect timing. Use a JP5720 degree wheel.

INDUCTION

JP Performance induction hardens all crank sprockets for Timing Sprocket sets. Induction hardening is used to pre-work harden gears and sprockets before they are installed into engines. This will improve the tooth life of gears and sprockets.

CROSS REFERENCE - Sprocket Sets

JP	ROLLMASTER	JP	ROLLMASTER
JP5601	CS6100	JP5633T	CS1197
JP5602	CS6120	JP5634T	CS10000
JP5603	CS6110	JP5635T	CS10010
JP5605	CS3040	JP5636T	CS10015
JP5606T	CS5140	JP5978	CS3080
JP5611	CS4040	JP5979	CS6000
JP5612	CS7010	JP5980	CS3170
JP5613	CS5300	JP5981	CS1000
JP5614	CS7050	JP5981T	CS1040
JP5615T	CS1136	JP5982	CS3010
JP5618T	CS1135	JP5983	CS5310
JP5619	CS6141	JP5984	CS7000
JP5620	CS6150	JP5985	CS5000
JP5621T	CS2090	JP5989	CS5100
JP5622T	CS1180	JP5990	CS4000
JP5623T	CS1185	JP5991	CS2000
JP5625	CS3255	JP5991T	CS2020
JP5627T	CS1190	JP5992	CS5320
JP5628T	CS1195	JP5994	GD6000
JP5629	CS7100		
	CS1116		
JP5632T	CS1198		

INDUCTION HARDENING

JP Engineering induction hardens all crank sprockets for all chain sets, crank gears for full steel timing gear sets and oil pump drive gears.

Induction hardening is used to improve tooth life of your gears and sprockets, as well as pre-work harden gears and sprockets before they are installed onto engines.

WHAT IS INDUCTION HARDENING?

Induction hardening is a process where steel is hardened by means of induction heating and a subsequent quenching of water.

WHY INDUCTION HARDEN?

The advantages of induction hardening gear and sprocket teeth include:

1. To localise hardening of tooth surfaces where the hardness is needed. Unlike case hardening which places a hard case around the entire surface, induction hardening only hardens the area near the applicator coil. This means the sprockets and gears will have hard teeth and not hard bores, which can prematurely wear crankshafts.
2. Hardened teeth are pre-work hardened. The process of induction hardening simulates work hardening in the engine. This means the sprocket or gear is ready to be used without the wait of the normal work hardening period.
3. The speed of hardening is a rapid process. It takes approximately 30 seconds for a complete rod of parts to be completed.
4. The use of computers makes it easy to control the depth of hardness required.

HOW DOES IT WORK?

The part to be hardened is placed inside an “Applicator” coil, through which an alternating current is then passed.

This coil is round as we use it for gears and sprockets and is usually made of copper tubing which has water passing through it to prevent overheating.

Multiple pieces are placed onto the rod which rotates, heating the parts and then feeding the rod downward into the quench water.

Timing Chain Sets - Performance by Design

AMC/Rambler

JP5629	6cyl181-252ci	DR	7 Keyways

BMC

JP5607	B Series	DR	Leyland Engine - MGB

Buick

JP5612	V6 196-252ci	DR	Evenfire
JP5984	V6 198-231ci	DR	Oddfire
JP5601	V6 231ci	SR	N, C, & L VIN No up to 1991
JP5603	V6 231ci	SR	L VIN No 1992 onwards
JP5619	V6 231ci	SR	L36 & L67 Inc Supercharged
JP5620	V6 231ci	DR	L36 & L67 Inc Supercharged
JP5984	V8 215-350cI	DR	

Chevrolet

JP5619	V6 231ci	SR	Impala Vin K
JP5620	V6 231ci	DR	Impala Vin K
JP5610T	V8 409ci	DR	Impala w/Torrington Bearing
JP5981	V8 262-400ci	DR	Small Block
JP5981T	V8 262-400ci	DR	Small Block - w/ Torrington Bearing
JP5630T	V8 262-400ci	DR	Small Block - w/ Torrington Bearing, suit Big Block Snout1.6", Chain 60P
JP5616T	V8	DR	Small Block - w/ Torrington Bearing, suit Raised Cam, Rocket Block
JP5615T	V8 Gen III	DR	LS1 & LS6 - w/ Torrington Bearing
JP5618T	V8 Gen III	SR	LS1 & LS6 - w/ Torrington Bearing
JP5622T	V8 Gen III	SR	LS2 - w/ Torrington Bearing - w/one Trigger Sensor
JP5623T	V8 Gen III	DR	LS2 - w/ Torrington Bearing - w/one Trigger Sensor
JP5634T	V8 Gen III	DR	LS2 - w/ Torr Brg - One Trigg Sensor -RHS Block with Cam Raised .388"
JP5635T	V8 Gen III	SR	LS7 - w/ Torr Brg - 3 Bolt Early - Multi Trigg Sensors - Long Oil Pump Drive
JP5636T	V8 Gen III	DR	LS7 - w/ Torr Brg - 3Blt Early - Multi Trigg - RHS Block, Cam Raised .388"
JP5627T	V8 Gen III	SR	LS7 - w/ Torrington Bearing - 3 Bolt Early Series -Multi Trigger Sensors
JP5628T	V8 Gen III	DR	LS7 - w/ Torrington Bearing - 3 Bolt Early Series -Multi Trigger Sensors
JP5991	V8 396-454ci	DR	Big Block - w/ Torrington Bearing
JP5991T	V8 396-454ci	DR	Big Block
JP5621T	V8	DR	LS6 - w/Torrington Bearing
JP5633T	V8 Gen III	SR	L98 - w/Torrington Bearing - Single Bolt - Multi Trigger Sensors
JP5632T	V8 Gen III	DR	L98 - w/Torrington Bearing - Single Bolt - Multi Trigger Sensors

Chrysler/Jeep

JP5613	Slant 6 225ci	DR	L6
JP5983	215-245-265	DR	Hemi 6 - 3 Bolt Cam Sprocket
JP5992	215-245-265	DR	Hemi 6 - Single Bolt Cam Sprocket
JP5985	V8 273-292ci	DR	Small Block
JP5989	V8 361-440ci	DR	Big Block - Single Bolt
JP5606T	V8 361-440ci	DR	Big Block - Three Bolt
JP5629	6cyl 4.0-4.2ltr	DR	Jeep

Ford

JP5608	6cyl 200ci	DR	Canadian Block
JP5625	6cyl	DR	EA-AU Vernier Cam Gear only
JP5978	V8 302-351ci	DR	Cleveland
JP5980	6cyl 200-250ci	DR	3.3-4.1ltr
JP5982	V8 302-351ci	DR	Windsor Pre EFI
JP5605	V8 302-351ci	DR	Windsor EFI
JP5611	V8 352-428ci	DR	FE Big Block including Cobras Jet
JP5990	V6 429-460ci	DR	Big Block

Most Line Bore Kits are available in 002", 005", 010"

Timing Chain Sets – Performance by Design

Holden

JP5601	V6	SR	VN
JP5602	V6	DR	VN
JP5603	V6	SR	VP-VN, to VIN #VH1426330, 7 Keyway
JP5619	V6	SR	VR-VS-VT – from eng #1426331, not for Supercharger
JP5620	V6	DR	VR-VS-VT – from eng #1426331, not for Supercharger
JP5615T	V8 Gen III	DR	LS1 & LS6 - w/ Torrington Bearing
JP5618T	V8 Gen III	SR	LS1 & LS6 - w/ Torrington Bearing
JP5622T	V8 Gen III	SR	LS2 - w/ Torrington Bearing - w/one Trigger Sensor
JP5623T	V8 Gen III	DR	LS2 - w/ Torrington Bearing - w/one Trigger Sensor
JP5634T	V8 Gen III	DR	LS2 - w/ Torr Brg – One Trigg Sensor –RHS Block with Cam Raised .388”
JP5635T	V8 Gen III	SR	LS7 - w/ Torr Brg – 3 Bolt Early – Multi Trigg Sensors – Long Oil Pump Drive
JP5636T	V8 Gen III	DR	LS7 - w/ Torr Brg – 3Blt Early – Multi Trigg – RHS Block, Cam Raised .388”
JP5627T	V8 Gen III	SR	LS7 - w/ Torrington Bearing - 3 Bolt Early Series –Multi Trigger Sensors
JP5628T	V8 Gen III	DR	LS7 - w/ Torrington Bearing - 3 Bolt Early Series –Multi Trigger Sensors
JP5621T	V8	DR	LS6 - w/Torrington Bearing
JP5633T	V8 Gen III	SR	L98 - w/Torrington Bearing - Single Bolt – Multi Trigger Sensors
JP5632T	V8 Gen III	DR	L98 - w/Torrington Bearing - Single Bolt – Multi Trigger Sensors
JP5979	V8	DR	253-308ci

Mercruiser

JP5626T	V8 496ci	DR	Big Block HO Marine 8.1ltr

Oldsmobile

JP5612	V6 196-252ci	DR	Evenfire

Pontiac

JP5612	V6 181-252ci	DR	Evenfire
JP5984	V6 198-231ci	DR	Oddfire
JP5601	V6 231ci	SR	C VIN to 1991
JP5603	V6 231ci	SR	L VIN from 1992
JP5618T	V8 Gen 111	SR	LSI & LS6 w/Torrington Bearing
JP5619	V6 231ci	SR	L36 & L37 Inc Supercharged
JP5620	V6 231ci	DR	L36 & L37 Inc Supercharged
JP5614	V8 287-455ci	DR	Big Block
JP5615T	V8 Gen 111	DR	LS2 & LS6 w/Torrington Bearing

Rover

JP5984	V8 3500	DR	Range Rover

Most Line Bore Kits are available in 002”, 005”, 010”

Timing Chain Sets - Cast Iron

Chevrolet

JP5975	V8 283-400ci	Small Block	Cast iron Cam sprocket

Ford

JP5972	V8 302-351ci	Cleveland	Cast Iron Cam sprocket
JP5974	6cyl 250ci	Falcon EFI	Cast Iron Cam sprocket
JP5974T	6cyl 250ci	Falcon EFI	Cast iron Cam sprocket
JP5977	V8 289-351ci	Windsor	Cast Iron Cam sprocket

Holden

JP5971	V8 253-304-308ci		Cast Iron Cam sprocket

Timing Chain Sets - Cast Iron

The JP Engineering range of replacement cast iron timing chain sets are ideal for the budget minded.

Each set contains a cast iron cam sprocket, induction hardened multiple keyway steel crank sprocket and true roller chain.

All sprockets are CNC machined.

Gear Drives - Performance by Design

Chevrolet

JP5702	V8 265-400ci	Small block	
JP5706	V8 396-454ci	Big block	

Ford

JP5703	V8 302-351ci	Cleveland	
JP5704	V8 302-351ci	Windsor	Non EFI
JP5708	V8 302-351ci	Windsor	EFI
JP5705	V8 429-460ci	Big Block	

Holden

JP5701	V8 253-304-308ci	

Gear Sets - Performance by Design

Holden

JP5986	6cyl	FX-EK
JP5954	6cyl	EH-HZ, VB-VK METRIC pitch
JP5994	6cyl	EH-HZ, VB-VK STRAIGHT cut
JP5999	6cyl	EH-HZ, VB-VK HELICAL cut

Gear Drive Information

- 'A' grade Drawn Cup Needle Roller Bearings rated at 12000rpm and dynamic load rating of 8.6kN (1935lbf)
- Thrust washers rated to 16000rpm and dynamic load capacity of 7.2kN (1620lbf)
- Hardened Gears for longer life under harsh conditions.
- CNC turned for greatest accuracy.
- Precision cut idler plates.
- Glass beaded gears to relieve stress.
- Case hardened and ground idler shafts to improve bearing life.
- Cam Bushes in 0°, 2°, 4°, and 6° for greater timing flexibility.
- Chevy Kits include Cam Lock Tab, Thrust Bearing Assembly and Cam Button Assembly
- Detailed instructions for correct installation.

Oil Pumps – Performance by Design

Holden

JP9451	6cyl	EH-HZ, VB-VK	Standard Volume
JP9456	6cyl	EH-HZ, VB-VK	High Volume
JP9471	V8 253-304-308ci	VN, VL, VP	Standard Volume
JP9491	V8 253-304-308ci	VN, VL, VP	High Volume

Ford

JP9436	6cyl	XY-XF, ZD-ZG, TC-TF	High Volume
JP9438	6cyl	XY-XF, ZD-ZG, TC-TF	Standard Volume
JP9437	6cyl	DA-DF, EA-EL, NA, NF	High Volume
JP9439	6cyl	DA-DF, EA-EL, NA, NF	Standard Volume
JP9440	6cyl	AU Series 1, 11 & 111	Standard Volume

Oil Pump Information

JP Performance Oil Pumps are manufactured to the highest quality.

Manufactured from cast iron on CNC equipment, every pump is bench tested before packing to ensure they are working correctly and to guarantee quality and longevity.

Just ask racers… they rely on these oil pumps to keep their engines running.

Myths about High Volume Oil Pumps

High volume oil pumps are best used when an engine reaches higher RPM. This is usually above 4500RPM.
At this point the ability of a standard oil pump to adequately feed the connecting rod bearing is strained.
A high volume oil pump will solve oil starvation problems above this rev range.

What high volume oil pumps will not do is:

1. It will not replace a rebuild, in a worn-out engine.
2. It will not pump the oil pan dry. Both solid and hydraulic lifters have metering valves to limit flow of oil to the top of the engine. If a pan is pumped dry, it is because the holes that drain back the oil are congested.
3. It will not wear out distributor gears. The load on the gear is directly related to the resistance to flow. Distributor gear failures are usually caused by a worn out gear on a new cam gear, incorrect gear angles and/or worn bearings causing misalignment.
4. It will not cause foaming of the oil. With any oil pump, the excess oil not needed by the engine is recirculated within the pump. Any additional foaming is usually created by revving the engine higher. The oil thrown from the rod bearings is going faster and causes the foaming. This is why high performance engines use a Windage tray.

JP Performance

JP5601

Holden
VN V6

Toyota
VN V6

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	N		
No Keyways in Crank	7	Oil Pump Drive	N		

JP5602

Holden
VN V6

Toyota
VN V6

Balance Gears must be removed.

Not recommended for street use.

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

JP5603

Holden
V6 VP -VN
To VIN # VH1426330

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5605

Ford Windsor EB-EF
V8 302-351ci
EFI

Chain	Iwis Performance Series	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5606T

Chrysler Big Block
V8 361-440ci
3 Bolt

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5607 NLA

Use Rollmaster
CS8010

MG
4cyl
B series

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	5	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5608

Ford
6cyl 200ci
Canadian Block

Chain	Iwis Performance Series	CAM Teeth	38	Shim	No
Chain Links	50	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5610T

Chev Impala
V8 409ci

Chain	Iwis Performance Series	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5611

Ford FE
V8 352-428ci
Includes Cobra Jet

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	64	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5612

Buick
V6 181-252ci
Evenfire

Oldsmobile
V6 181-252ci
Evenfire

Pontiac
V6 181-252ci
Evenfire

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

JP5613

Chrysler Valiant
Slant 6cyl 225ci

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5614

Pontiac Big Block
V8 287-455ci

Chain:	Iwis Performance Series	CAM Teeth	42	Shim	No
Chain Links:	60	Crank Teeth	21	Torrington Bearing	No
Type of Chain:	DR	Nitrided	No		
No Keyways in Crank:	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

Drive

Bolts & Washers

Spacers

JP5615T

Holden
V8 Chev Gen III
LS1

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

JP5616T

Chevrolet
Small Block Rocket
V8

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5618T

Drive

Holden
V8 Chev Gen III
LS1

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5619

Drive

Holden
V6
VR-VS-VT
From eng no 1426331
Not for Supercharged

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	Yes		

JP5620

Drive

Holden
V6
VR-VS-VT
From eng no 1426331
Not for Supercharged

Chain:	Iwis Performance Series	CAM teeth	40	Shim	No
Chain Links:	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain:	DR	Nitrided	No		
No Keyways in Crank:	7	Oil Pump Drive	Yes		

JP5621T

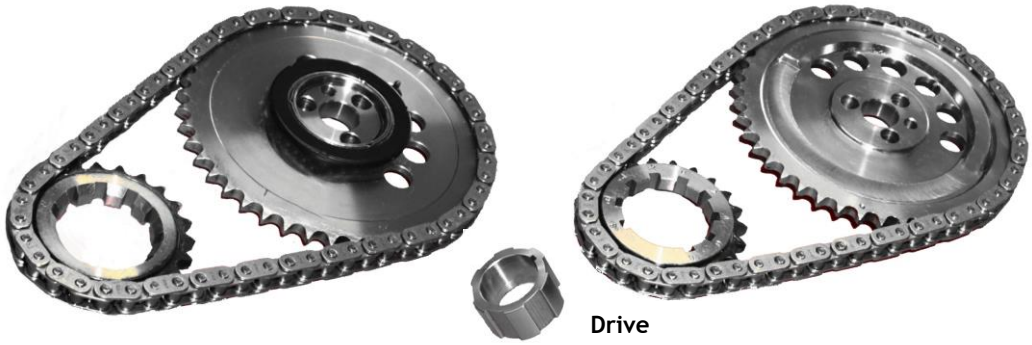
Chevrolet Big Block
V8
LS6

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5622T

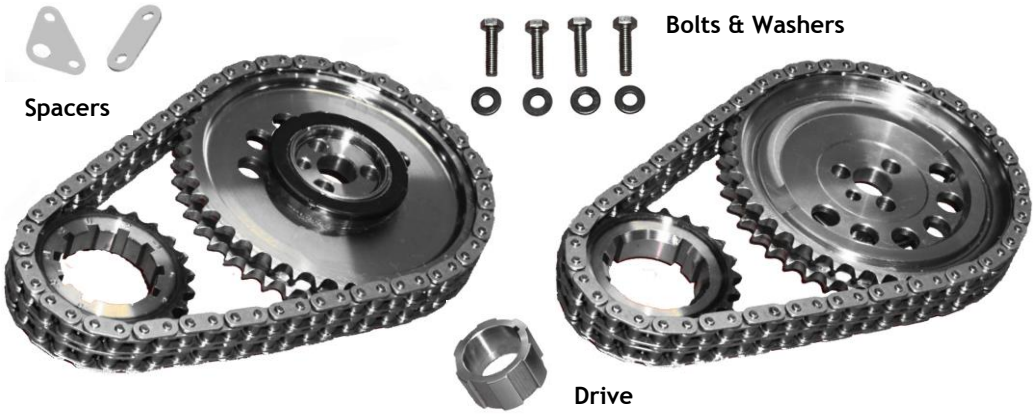


Drive

Holden
V8 Chev Gen III
LS2
One Trigger Sensor

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

JP5623T



Spacers

Bolts & Washers

Drive

Holden
V8 Chev Gen III
LS2
One Trigger Sensor

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

JP5625

Ford Falcon
6cyl
EA-AU
Vernier Cam Gear

PLEASE NOTE:
This is a Vernier Cam Sprocket

Chain	Iwis Performance Series	CAM Teeth	42	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	No		
No Keyways in Crank	N/A	Oil Pump Drive	No		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5626T

Mercruiser
V8 HO Marine
8.1ltr 496ci

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

Drive

JP5627T

Holden V8
Chev Gen III
LS7
3 Bolt Early Series
4 Trigger Sensor

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Bearing	Yes
Type of Chain	SR	Nitrided	N		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Drive

Bolts & Washers

Spacers

JP5628T

Holden V8
Chev Gen III
LS7
3 Bolt Early Series
4 Trigger Sensor

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

JP Performance

JP5629

AMC
6cyl 196-258ci

Jeep
6cyl 4.0 - 4.2ltr

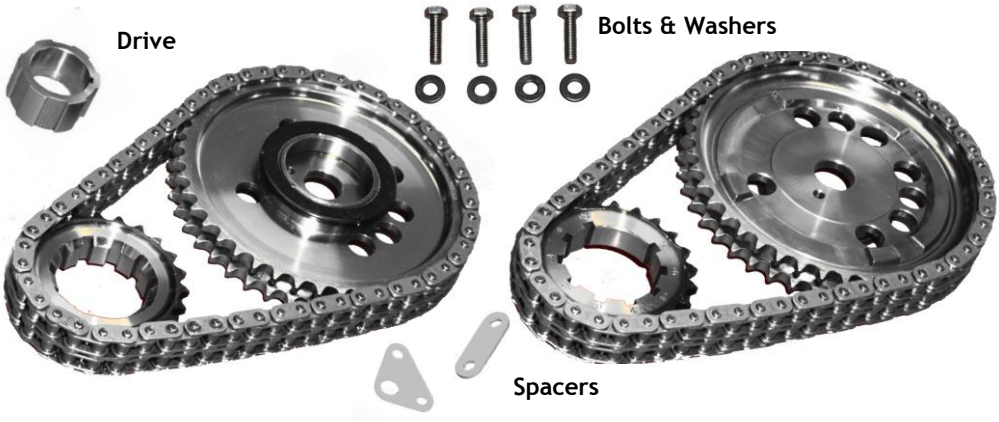
Chain	Iwis Performance Series	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5630T

Chevrolet Small Block
V8 262-400ci
Bore 1.60”, 60p Chain
Big Block Snout

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5632T



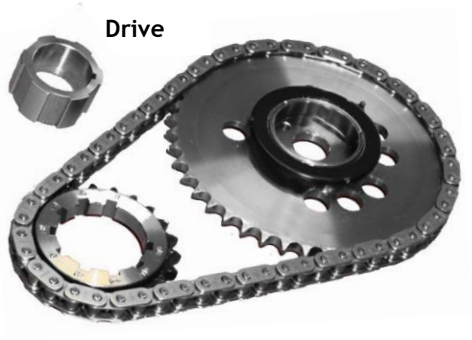
Holden
Chev Gen III
L98
Single Bolt
4 Trigger Sensors

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Most line Bore kits available in 002” 005” 010”

JP Performance

Drive



JP5633T

Holden
Chev Gen III
L98
Single Bolt
4 Trigger Sensors

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Spacers

Bolts & Washers

JP5634T

Holden
V8 Chev Gen III
LS2
Suits RHS Block With Cam Raised .388”
One Trigger Sensor

Drive

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	62	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Long Oil
Pump Drive

JP5635T

Holden V8
Chev Gen III
LS7
3 Bolt Early Series
4 Trigger Sensor
With Long Oil Drive
Dry Sump

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

JP Performance

Drive

Bolts & Washers

JP5636T

Holden V8
Chev Gen III
LS7
3 Bolt Early Series
4 Trigger Sensor
RHS Block with Cam
Raised .388”

Spacers

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	62	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

JP5978

Ford Cleveland
V8 302-351ci

Chain	Iwis Performance Series	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5979

Holden
V8 253-308ci

Chain	Iwis Performance Series	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP Performance

JP5980

Ford
6cyl 3.3-4.1ltr
200,250ci
EFI

Chain	Iwis Performance Series	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5981

Chevrolet Small Block

V8 262-400ci

Chain	Iwis Performance Series	CAM Teeth	44	Shim	Yes
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5981T

Chevrolet Small Block
V8 262-400ci

Chain	Iwis Performance Series	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP Performance

JP5982

Ford Windsor
V8 302-351ci
Pre EFI

Chain	Iwis Performance Series	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5983

Chrysler Valiant
Hemi 6cyl
215-245-265ci
3 Bolt Cam

Chain	Iwis Performance Series	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5984

Buick
V6 198-231ci
Oddfire, Turbo

Buick - Oldsmobile
V8 215-350ci

Oldsmobile
V6 198-231ci
Oddfire, Turbo

Pontiac
V6 198-231ci
Oddfire, Turbo

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

JP Performance

JP5985

Chrysler Small Block
V8 273-392ci

Chain	Iwis Performance Series	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5989

Chrysler Big Block
V8 361-440ci
Single Bolt Cam

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5990

Ford Big BlockV8
429-460ci

Chain	Iwis Performance Series	CAM Teeth	44	Shim	Yes
Chain Links	66	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5991

Chevrolet Big Block
V8 396-454ci

Chain	Iwis Performance Series	CAM Teeth	50	Shim	Yes
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5991T

Chevrolet Big Block
V8 396-454ci

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP5992

Chrysler Valiant
6cyl Hemi
Single Bolt Cam Sprocket

Chain	Iwis Performance Series	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

JP Performance

JP5971

Holden VN
V8 253-304-308ci

CAST IRON
CAM Sprocket

Chain	Rolon	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

JP5972

Ford Cleveland
V8 302-351ci

CAST IRON
CAM Sprocket

Chain	Rolon	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

Machined Washer

JP5974

Ford Falcon
250ci 6yl EFI

CAST IRON
CAM Sprocket

Chain	Rolon	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

Machined Washers

Bolt

Tapered Bush

JP5974T

Ford Falcon
250ci 6c EFI
Contains cast iron cam sprocket, tapered steel crank sprocket, tapered bush, machined washers and bolt. Good for worn crankshafts.

Chain	Rolon	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

JP5975

Chevrolet Small Block
V8 283-400ci

CAST IRON
Cam Sprocket with reverse oiler groove

Chain	Rolon	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

JP5977

Ford Windsor
V8 289-351ci

CAST IRON
Cam Sprocket

Chain	Rolon	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

JP5701

Holden
V8
253-304-308ci
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	44	Yes

JP5702

Chevrolet
V8 Small Block
265-400ci
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	44	Yes

JP5703

Ford Cleveland
V8
302-351ci
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	48	Yes

JP Performance

JP5704

Ford Windsor
V8 302-351ci
Non EFI
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	48	Yes

JP5705

Ford Big Block
V8 429-460ci
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	24	Yes	58	Yes

JP5706

Chevrolet Big Block
V8 396-454ci
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	48	Yes

JP5708

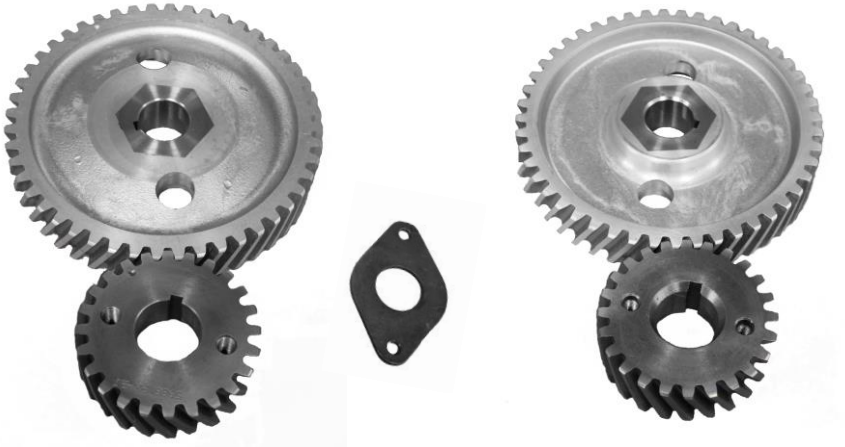
Ford Windsor
V8 302-351ci
EFI
Gear Drive set

Keyways	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
1	21	Yes	48	Yes

JP5954

Holden
6cyl EH-HZ, VB-VK
Metric Pitch
Gear Set

Keyways	Power Idler Gear Teeth	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
1	N/A	No	46	23



JP5986

Holden
6cyl FX-EK
Gear Set

Keyways	Power Idler Gear Teeth	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
1	N/A	No	48	24

JP5994

Holden
6cyl
EH-HZ, VB-VK
Straight Cut
Gear Set

Keyways	Power Idler Gear Teeth	Induction Hardened Crank gear	Cam Teeth	Crank Teeth
7	N/A	Yes	46	23

JP5999

Holden
6cyl
EH-HZ, VB-VK
Helical Cut
Gear Set

Keyways	Power idler gear Teeth	Induction Hardened Crank gear	Cam Teeth	Crank Teeth
1	N/A	Yes	46	23

JP Performance

JP9436

Ford
XY-XF, XA-XF, XY-ZL,TC-TF
6cyl

CAST IRON
High Volume
Oil Pump

JP9437

Ford
DA-DF, EA-EL, NA-NF
EFI 6cyl

CAST IRON
High Volume
Oil Pump

JP9438

Ford
XY-XF, XA-XF, XY-ZL, TC-TF
6cyl

CAST IRON
Standard Volume
Oil Pump

JP Performance

JP9439

Ford
DA-DF, EA-EL, NA-NF
EFI 6CYL

CAST IRON
Standard Volume
Oil Pump

JP9440

Ford
AU Series 1, 2 & 3
6cyl

CAST IRON
Standard Volume
Oil Pump

JP9451

Holden
EH-HZ, VB-VK
6cyl 149-202ci

CAST IRON
Standard Volume
Oil Pump

JP Performance

JP9456

Holden
EH-HZ, VB-VK
6 cyl 149-202ci

CAST IRON
High Volume
Oil Pump

JP9471

Holden
253, 304, 308
V8

CAST IRON
Standard Volume
Oil Pump

JP9491

Holden
253, 304, 308
V8

CAST IRON
High Volume
Oil Pump